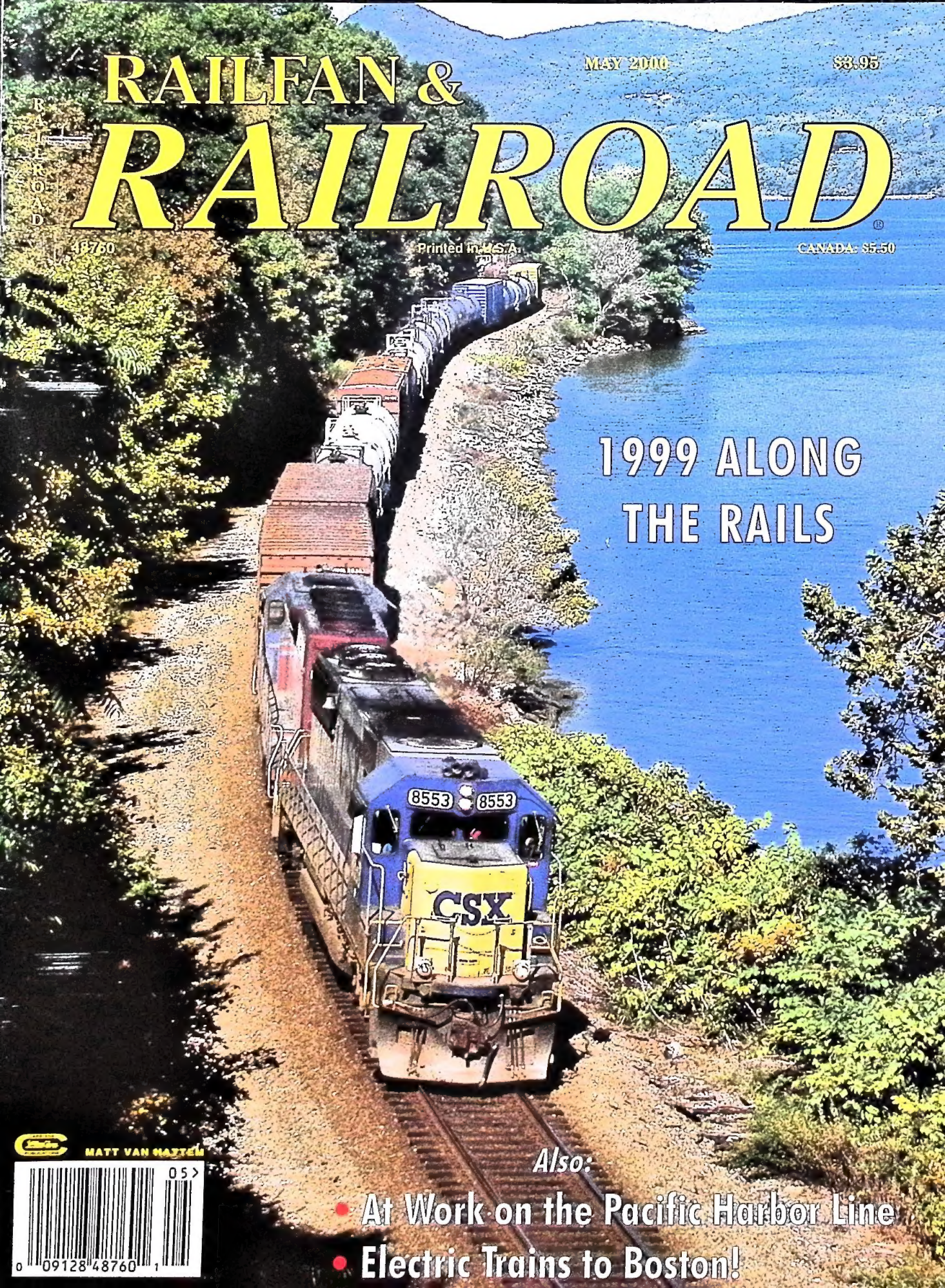
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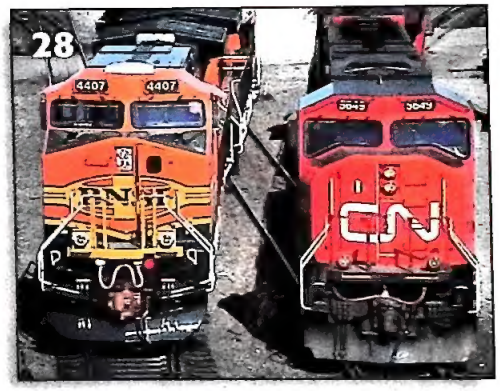

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on the cover

CSX train SENS snakes along the Hudson River in Fort Montgomery, New York, on September 25, 1999, exemplifying the biggest railroad news story of 1999: the CSX and Norfolk Southern takeover of Conrail. We look back at the year that was in an expanded PHOTO LINE starting on page 28 . Photograph by Matt Van Hattem.

Publisher's Desk

Riding the *Southwest Chief*

WHILE I'D RIDDEN VIA's *Canadian* across Canada within the last few years, a similar trip across the U.S. in recent times had eluded me. When Pat Koziol of the Hobby Industry Association called asking if I could attend the 60th annual trade show of that body, since Carstens Publications is one of the two remaining charter members of that association (the other is Testor Corporation), I said yes, despite a rather hectic late January schedule. It occurred to me that I could fly United to Chicago, go to Union Station and board Amtrak's *Southwest Chief* to Los Angeles and return via United. Amtrak has a special air-rail program with United for guys like me who might not have time for taking the train all the way.

The United flight arrived at O'Hare about 30 minutes late, which was no concern since the *Chief* had a late afternoon (3:20 p.m.) departure. A cab got me to Union Station in ample time for me to see the many improvements made to the venerable old terminal, especially as regards food.

The Superliner-equipped *Chief* had two sleepers, a dining car, lounge car and three coaches on this run. Before leaving Chicago, we also picked up a number of express cars, tacked on the rear of the last sleeper. The Superliner II sleepers are named after states, and mine was the *Wyoming*. My deluxe bedroom was on the second floor, which gives a great view en route. The bedroom can sleep two, as can the smaller standard roomettes. The deluxe bedroom offers a toilet and a shower plus a sink. The smaller standard rooms offer shower and toilet facilities "down the aisle."

Sleeping car passengers are provided with complimentary meals in the dining car. Coach passengers can purchase dinners in the diner, or buy snacks and sandwiches in the lounge car. Beer, wine and other beverages are also offered. Smoking is limited to cigarettes only, in the lower level of the lounge at one end of the car. The days of having a railroad cigar offered you in the diner are long gone.

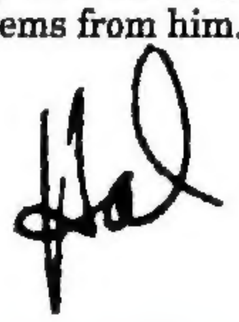
Having to pick up the express cars delayed us briefly, but we suffered a further 45-minute delay because of signal problems in the Chicago terminal area. There was snow on the ground from the time I left home until we reached Albuquerque. The countryside crossing Kansas was bleak, bringing back memories of snow-covered fields while crossing Illinois in the troop train days of yesteryear. At Garden City we passed BNSF GP35 No.2583 with a short freight on a siding, with ATSF caboose 999714. It was great seeing a caboose in service.

Going through Colorado, our train was powered by three "Genesis" Dash9-P42B units and an F40PH. Just before entering Raton Tunnel, elevation 7588 feet, which was the highest point on the Santa Fe, we were stopped because of a track fire which had to be extinguished by the fire department.

The second morning found us in California paralleling the UP, one freight passing with a Rio Grande unit along with two dirty Southern Pacific diesels. There were more and more Santa Fe units in blue and yellow and red and silver, all with large BNSF letters on the engine sides. The Santa Fe as we knew it is fading into the distance. At San Bernardino, there was a neat lineup of white Metrolink commuter power.

Coming into L.A., we passed the large Amtrak engine facility where we spotted some of the new Amtrak 450-series locomotives, GM F59PHI, bought for Amtrak by California. A few minutes later, a *San Diegan* push-pull with a F59PHI on the rear whisked us to Anaheim, our final destination.

The *Chief* was nearly four hours late, for which we received certificates good for a discount on our next Amtrak trip. And I almost forgot to mention the singer in the lounge car snack bar who periodically entertained us on the trip with musical exhortations to come buy food and other items from him. All in all, it was a great trip.



RAILFAN & RAILROAD

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Newton, New Jersey 07860

www.carstens-publications.com
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RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 973/383-3355. Harold H. Carstens, President; Henry R. Carstens, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700.

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Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $29.95 per year, $57.00 for two years, $82.50 for three years. Canadian (includes GST) & Foreign: $39.95 for one year, $77.00 for two years and $112.50 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

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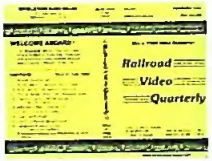

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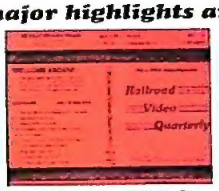

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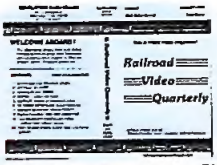

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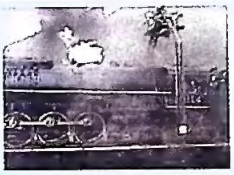
#5 NOV '93 - New York City Area - Winchester & Western - C&IM Steam & Diesel-Joliet

#6 FEB '94 - Deep Freeze Amtrak - KB&S Alcos - On the BN Main at Eola, IL - "Jet" RDC



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#28 AUG '99 - Super Steel LIRR Cab Ride - Vancouver Island - RDCs to Cape May - Railfair

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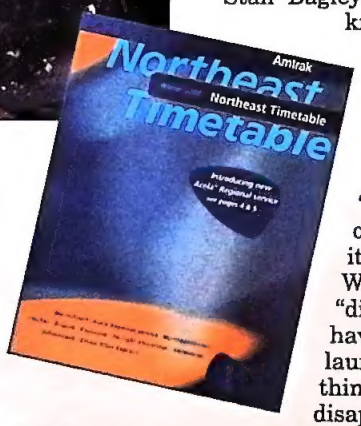
JOE CALISI

Electric Trains to Boston

Amtrak's Acela Regional Service Begins

by Leo King



THE SLEEK blue and gray train eased out from underneath the bus station that straddles the tracks in the Bay State capital. Given a one-time designation of No. 835, the train left South Station on time, beginning a journey that would go down in the annals of railroading history, especially in the Northeast. It heralded the beginning of high-speed rail service in the United States, and electric train service — at last — on the entire route between Boston and Washington, D.C.

The former New York, New Haven & Hartford Railroad was able to string wire from New York to New Haven by 1914, but World War I and poor finances kept the railroad from finishing the job. But on this bleak, January day, electric trains officially began operating between Boston and New Haven, Connecticut, announcing the beginning of Amtrak's Acela Regional service. This inaugural train, terminating at New York City's Penn Station, was a non-revenue extra for dignitaries, the press and invited guests. The consist, led by AEM7s Nos.904 and 914, included Coach Class cars 82017 (the coach I rode in), 82009, 82027, 82033, 82008, 82501, café 28353 and Business Class car 81504.

A celebration at Boston's South Station, starting shortly after 8:00 a.m., marked the historic introduction of electric train service to and from Boston. Politicians were in abundance both in Boston and during the train's lengthy stops between Boston and New Haven en route to New York City. Amtrak board member and former Massachusetts Governor Michael Dukakis was aboard the train, delivering speeches at each stop, along with U.S. Senator Frank Lautenberg of New Jersey and Wisconsin Governor Tommy Thompson, who is also the chairman of the Amtrak board.

The special made celebratory stops along the way at the new Route 128 station in Dedham (a Boston suburb), Providence, Rhode Island, New London, Connecticut, and New Haven. High school bands played at each of the stops, making merry music welcoming the train, its guests and its crew.

Despite Monday's celebrations, though, the main event is still to come — later this year, perhaps this spring, perhaps in July, sleek, 150-m.p.h. Acela Express trains will be riding the iron. Delays were caused when tests discovered that the high-speed train set's wheels were wearing down too quickly. The first Acela Express train was supposed to be in service late last year.

Top officials said they cannot pinpoint an exact date. Amtrak CEO George Warrington said, "We haven't received a date yet from the consortium" of Bombardier and Alstom. Northeast Corridor president Stan Bagley said flatly, "We don't know yet," and high-speed rail vice president David Carol said, "Late spring."

There are no new problems, Warrington said, just constant "tuning and tweaking" of the equipment to get it to perform well. Warrington said he was "disappointed that we haven't been able to launch the service, and I think the consortium is disappointed as well, but this is too important to not get right."

Regional routes around Chicago, in the Northwest and in California are ripe for high-speed, electrified rail service that would help improve air quality, he added. "There are very few events in transportation over the last 50 years that will have the kind of significance that this investment will have," he said.

The only glitch in the trip between Boston and New Haven was when both engines tripped breakers at the Sharon, Massachusetts, substation. Locomotive engineers Don Lacey and Robert Maxwell called Main Line dispatcher Kenneth Vitiello in Boston to alert him that power had been lost. Vitiello, in turn, alerted power director Ben Triveriglio, also in Boston, who was able to reset the 25KV system —

after the breakers cooled down — within two minutes. Meanwhile, the train coasted. A knowledgeable expert aboard the train explained that the train itself had tripped the breakers at the troublesome location. The train began losing time, and was about 20 minutes late when it left New Haven over Metro-North territory for New York City some two hours later. Conductor Martin "Marty" Murphy, a 22-year Amtrak veteran, was in charge of the hand-picked train crew, which included assistant conductors Kimberly Christiensen and Chinedu Ogbuike.

Earlier in the day, the first revenue Acela Regional got off to a bad start. No. 131 was due out of South Station at 6:15 a.m., but was delayed 38 minutes because of a troublesome electric engine. Near the end of the first day, Amtrak's on-time performance for its Acela trains was zero for four: 131 arrived in Washington 43 minutes late, 133 was 35 minutes late nearing the end of its trip, and eastward trains 130 arrived in Boston 13 minutes late while No. 132 ran about 50 minutes late. (The times came from Amtrak's web site *www.amtrak.com.*)

A day earlier, Extra 834, a deadhead train that was to become the inaugural extra, was not without its own problems. The train arrived in Boston from New York okay, around 1:00 a.m., but after it went around a loop track and through a washer, a car stubbed its toe. It was rerailed and, around 4:00 a.m., the train went into Southampton Street Yard without further incident.

Tickets for Acela Regional, the companion service to Acela Express, went on sale January 25. Fares for regular coach on a non-Acela train between Boston and New York City was $50.00 in February, while a reservation on Acela Regional No. 131 in Business Class was $76.00.

The regional service will eventually reduce travel times between Boston and New York from about five hours to just under four hours. Quicker acceleration when exiting curves and leaving stations will also contribute to a faster schedule. The Acela Regional trains will travel at 110 miles per hour at first, but later will go up to 125 m.p.h. in a few months after a new cab signal system is installed, officials said. The higher-fare Acela Express trains are slated to make the Boston-New York trip in three hours once they debut.

"The launch of Acela Regional is another milestone in the high-speed program in the Northeast that will boost our ridership and revenue and positively impact the bottom line," said Warrington.

First Revenue Run Under Juice

Although the official debut of electric service occurred on January 31, 2000, Amtrak's Northeast Direct train No.12 (formerly the *Fast Mail*), became the railroad's first revenue train to be hauled by an electric engine all the way — 457 miles from Washington, D.C., to Boston — four days earlier on Friday, January 28, 2000. The train operated under the new 25,000-volt system east of New Haven, Connecticut, over the entire route, zigzagging between tracks 1 and 2, moving where the catenary structure and power supply were completed.

Engineer M. Morgan operated the train between New Haven and Boston while conductor Bob Crom and the rest of his crew attended to the passengers. The train landed at South Station in Boston 58 minutes late. AEM7 engines Nos.937 and 933 led the train, with a diesel (F40 No.316) as a protect engine, three coaches, a café car and two mail cars.

One day before, a test train with a pair of AEM7s, a pair of diesels and a coach became the first electric train to ply the tracks without stopping between Boston and New Haven. The consist included AEM7 948, 25000, 25088, 25111, 44790, 21648 and AEM7 904.

So, for the record, the first electric train to travel from Boston to New Haven was Extra 948 going west, which departed Boston at 12:07 p.m. on January 27th and arrived in New Haven at 6:07 p.m. The first electric train to travel from New Haven to Boston was also Extra 948, which left New Haven at 8:06 p.m. and arrived South Station at 10:55 p.m., going down in history as the first through electric trains.

LEO KING

JOE CALISI

AEM7 No.904 is in command as the *Acela Regional* inaugural press run prepares to depart Boston's South Station under wires on January 31, 2000 (opposite). **With speeches, cemeronies and music at several stops along the route, significant fanfare accompanied the inaugural train. At New London, Connecticut, the local high school band greets the train** (left). **The public also turned out at New London to witness the beginning of electric rail service on the Connecticut shore line** (above).

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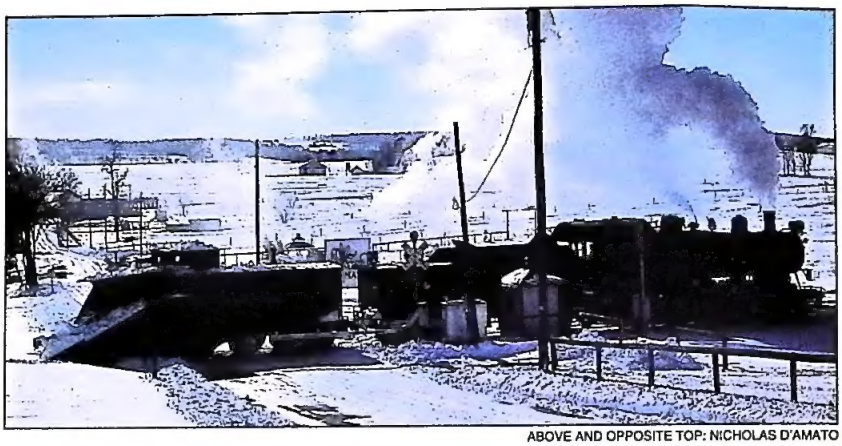

ABOVE AND OPPOSITE TOP: NICHOLAS D'AMATO

THE PENDING RETURN of the private car *Francis L. Suter* to its home base of Strasburg, Pennsylvania, forced the Strasburg Rail Road to run a steam-powered plow extra on Thrusday, January 27, 2000, to clear the tracks of heavy snow drifts. After readying No.475 earlier in the morning, the ex-Norfolk & Western 4-8-0, along with the railroad's former Buffalo & Susquehanna Russell snowplow, headed out on the line at 10:00 a.m. to clear the tracks under the direction of vice president and chief mechanical officer Lynn Moedinger.

With frigid weather conditions, it took the crew approximately two-and-a-half hours to plow the four-mile railroad. Temperatures hovered near the single digits, and biting wind gusts of up to 30 miles per hour produced a wind chill that made it

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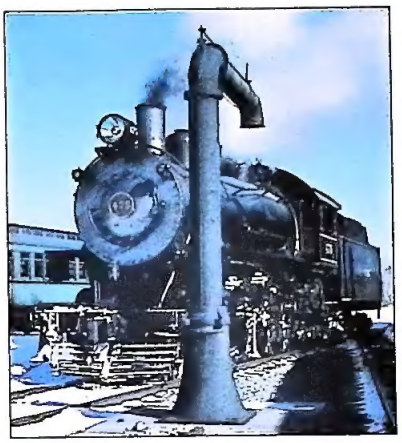
feel well below zero. Drifts in excess of ten feet were encountered at Ground Hog Cut between Esbenshade and Cherry Hill.

In spots where the snow was particularly heavy, the plow train had to make more than one pass to fully clear and flange the line, and on a number of occasions, after passing through the heavy drifts, the crew had to stop and shovel off the front and top of the plow before continuing on. — *NICHOLAS D'AMATO*



***STRASBURG No.475** and the Russell snowplow cross Black Horse Road in Strasburg, Pennsylvania, on January 27th (**opposite**). The snow flies at Benner Road (**below**). Its work done, No.475 poses at the water plug in Strasburg (**right**).*

CHRIS D'AMATO

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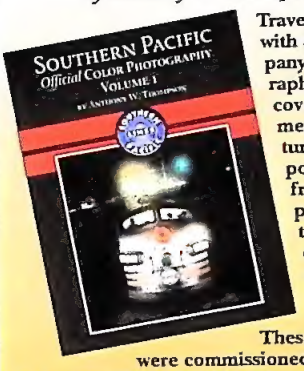

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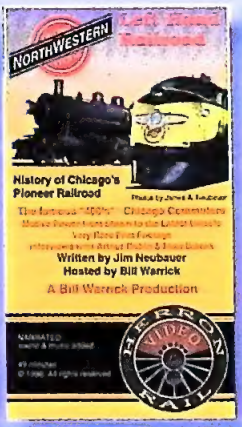

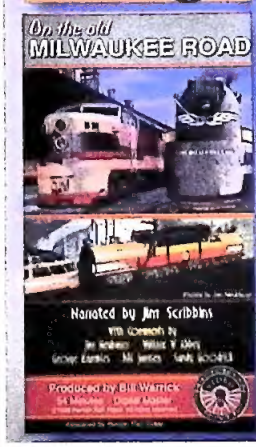

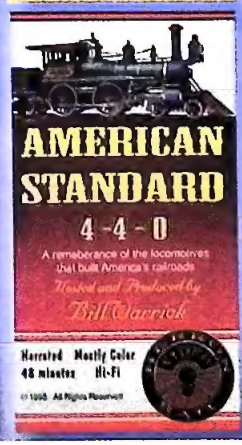

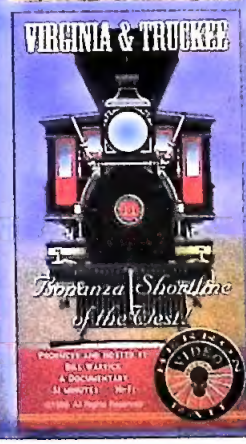

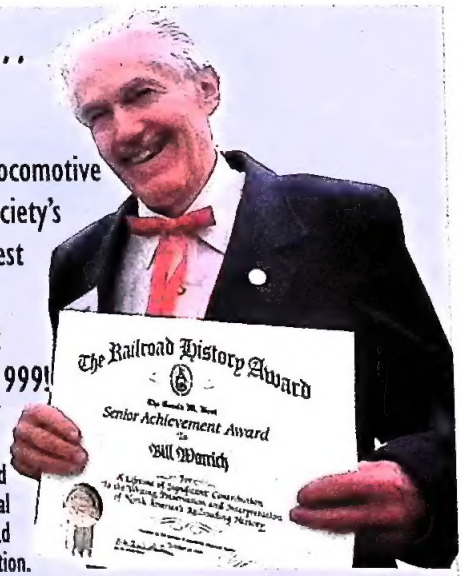

R&LHS Photo -John Gruber

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This program will take you on a trackside tour of the Long Island Rail Road at locations including Patchogue, Sayville, Ronkonkoma, Oakdale, Bethpage, Great River, Kings Park, Brentwood, Pineloawn, Babylon and Farmingdale. Many diesel and electric trains are seen as well as new bi-level push-pull units. (color-sound-one hour)

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TRACKING THE LONG ISLAND RAILROAD TAPE #154 $21.95

Part Three of the Long Island Rail Road will take you on a trackside tour at locations including Mineola (Nassau Tower), Floral Park, New Hyde Park, "B" Interlocking (east of Beth Page) and Merillon Avenue. Many diesel and electric trains are seen as well as bi-level push-pull units. (color-sound-one hour)

A DAY ON THE NEWARK CITY SUBWAY TAPE #153 $21.95

This program will take you on a trackside tour of New Jersey Transit's Newark City Subway Line which runs 4.3 miles from Penn Station to Franklin Avenue. The first three stops are underground and the rest are above ground. The line was first opened in 1935 and operates with an all PCC car fleet which is scheduled to be replaced in 2000. Vintage footage (1960) is also provided. (color-sound-one hour)

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Fanmail

Letters from readers

Words to the Next Generation

Thanks to Jim Boyd for the commentary and quotes regarding the "next generation" of railfans in CAMERA BAG in the March 2000 RAILFAN & RAILROAD. May their numbers increase. They are critically important to a continuum of historical and technical knowledge of railroading. The magic is still there and younger fans, even those who don't know what "D.P.M." means, should not be dissuaded from their interests, certainly not by a bunch of old folks.

A word of caution to younger people — when you acquire knowledge and information from older folks (which can be helpful and enlightening) don't believe what they might have to say about "The Good Old Days." They weren't, but personal memory has a way of crowding out the bad stuff — physical, social or political. On a comparative basis you're young in the best of times. Good luck.

TED ROSE
SANTA FE, NEW MEXICO

More words

I would like to congratulate Jim Boyd on his March 2000 CAMERA BAG column. His observations about the way we "veterans" should treat the next generation of railfans could not have been more correct. I got into this hobby in 1975 long after Jim and well before Chris Kimler, but I had the same experiences that they did when it came to the "older" fans saying, "Oh you missed it, you should have been here when . . ." — but some of them missed something, too. In 1986 the Chicago & North Western was about to retire its aging ex-Norfolk & Western Alco C628s that they were running on the upper peninsula of Michigan. So five of us, all in our 20s, decided we were going to fly out there for a long weekend and get one last (and first) look at those giants pulling iron ore jennies in and out of Escanaba. While discussing our plan with an "elder" he could not believe that we were making such a big deal about some old diesels and that only steam was worth such effort. To that I said, "Those old diesels will one day be the history, like your steam is today." Little did I know how true those words would turn out to be. I wonder if that elder and many like him now regret not making the effort to go out and see those old diesels, even in their own back yards. For today those C628s and many engines like them are either gone or, like the steam engines before them, only found in those museums who took the time and effort to save one or two. Thanks for the lesson, Jim.

K.C. SMITH
VIA THE INTERNET

Not all Manhattan is an island

Regarding the photo on the bottom of page 7 in the February 2000 R&R of the "NYC" FL9s, never did the New York Central or its predecessors run along the East River. The train in question is in Manhattan and on the north side of the ship canal. From September 1930 through May 1934 I pulled an oar in a shell on that water. The canal was built about the turn of the last century to connect Spuyten Duyvil Creek and the Harlem River, thus isolating a part of Manhattan Island to the north.

MALCOLM D. ROY
OSSINING, NEW YORK

We got a couple of letters on this one, and it had us scrambling for our map books. We first got a letter from William O'Shaughnessy of Rutherford, New Jersey, who pointed out that the shot was taken along the Harlem Ship Canal, which was built so barges with building materials from upper New York State wouldn't have to sail all the way around Manhattan to reach construction sites on the East Side or in the Bronx. Photographer Joe Calisi didn't say the train was running along the East River in the caption he sent us — that was an editorial snafu by an editor (me) who forgot the Harlem River existed and wasn't aware of the ship canal. But Joe did *say the train was in Manhattan. Our question was, "If the train is on the north side of the water, how could it be in Manhattan?" After all, Manhattan is an island, and the Bronx sits across the river from it. That's when Mr. Roy's letter arrived, explaining the ship canal's construction and the isolated piece of Manhattan. We dug out the maps and, sure enough, there was a tiny piece of Manhattan north of the canal in (what should be) the Bronx. So there's more to this picture than meets the eye. — S.B.*

Pueblo power

Here are some corrections to the motive power mentioned in your article on the AAR's Pueblo test track in the January 2000 issue. The three rebuilt GP7s owned by the FRA are actually GP9s, built for Union Pacific. DOT 004 is ex-UP 205, the 005 is ex-UP 147 and the 006 is ex-UP 162. The FRA U33C mentioned is actually U30C 001 built in June 1971. The FRA GP40 referred to in the article is probably the 003, a GP40-2 built in December 1978. There is a GP40 on the property, No.2000 rebuilt by AMF in Montreal in June 1997 from a CSXT unit, but it is in a very different paint scheme and is lettered AAR instead of DOT. The USAF 70-Tonner mentioned is likely 44-Tonner DOT 002, former USAF 7439. Neither the Air Force or Army had 70-Tonners.

Not all the Rail Garrison cars are stored at Pueblo. TPCX 90051 became USA 90051 and is at Fort Eustis, Virginia. Another car is on display at Wright Patterson AFB in Ohio and one was turned into a cafeteria at Seal Beach Naval Weapons Station in California. More are stored in Alaska.

KEN ARDINGER
VIA THE INTERNET

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Timetable

Railfan events guide

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RAILFAN EVENTS

BOSTON, MASSACHUSETTS, April 7-9. *Cherry Blossom Special* to Washington, D.C., from South Station, Back Bay, Route 128 and Providence via Amtrak's *Twilight Shoreliner.* Complete package with lodging, meals, transportation to view cherry blossoms, monuments and more. Fares start at $300 double occupancy coach class. For more information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

JIM THORPE, PENNSYLVANIA, April 8. *Lehigh Gorge Crusader* rare mileage trip over Reading & Northern's ex-Lehigh Valley trackage to Coxton Yard, Pa., using ex-Reading RDC's. Trip departs 9am, numerous photo stops and runbys. Tickets $35 from Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066. For information call 908/233-3603 or visit *www.rrhistorical-2.com/jcrhs.*

WASHINGTON, D.C., April 8-14. Civil War tour through the South on the *American Orient Express.* Stops include Charleston, S.C., Savannah, Ga., and New Orleans with motorcoach tours to battlefields and plantations. Noted historian Phillip D. Shriver, Ph.D., will make many presentations. For complete details call *AOE* at 888/759-3944; e-mail *sales@amencanonentexpress.com; www.americanorientexpress.com.*

PARSIPPANY, NEW JERSEY, April 9. Erie Lackawanna Historical Society Spring Meet at the Holiday Inn, 707 Route 46 East. Registration $29 members, $31 non-members includes dinner, slide presentations and door prizes. For information contact Peter Hasler, 774 West Shore Drive, Kinnelon, NJ 07405; 973/838-6265.

BOSTON, MASSACHUSETTS, April 14-23. *Arizona Adventure* departing Boston-Worcester-Springfield via Amtrak's *Lake Shore Limited* connecting with the *Southwest Chief.* Grand Canyon tour included, all-inclusive fares start at $1100 coach class. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.brwr.com*) is holding the following special events. Contact the railroad for details:
- **April 15-16 and 21-22,** Easter Bunny Express.
- **May 20-21,** Great Train Robbery.
- **July 14,** Mixed Freight *(advance sales only).*
- **September 16-17,** Great Train Robbery.
- **October 28-29,** Halloween Special.

TRAINS UNLIMITED, TOURS, (P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*) is sponsoring the following events. Call or write for a complete catalog.
- **April 15,** San Diego & Arizona Eastern Railfan Day *(see separate listing).*
- **April 29,** Sacramento River & Rail Steam Spectacular *(see separate listing).*
- **May 13,** Yolo Shortline Railfan Day with ex-SP 0-6-0 on photo freight *(see separate listing).*
- **May 27-29,** Cariboo Steam Special from North Vancouver to Kelly Lake, British Columbia, with ex-CPR 2-8-0 3716 *(see separate listing).*
- **June 10-11,** Rio Grande Spectacular photo freight on the Cumbres & Toltec Scenic *(see separate listing).*
- **September 15-17,** White Pass & Yukon Steam Spectacular with three charter trains all steam powered.
- **September 30-October 1,** Wisconsin Fall Colors Rail Cruise using Wisconsin & Southern E-units on VIP train.

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *ptm@pa-trolley.org; www.pa-trolley.org*) will hold the following special events. Admission (unless otherwise noted) is $6 adults, $5 seniors 65 or over, $3.50 kids 2-15, under 2 free. Contact the museum for complete details.
- **April 15 and 22,** Easter Bunny Trolley (kids $4).
- **May 27-29,** Washington County Rib & Wing Fest; ride the trolley to the cookout.
- **June 24-25,** celebrate the 1950s with vinatge cars, music and more.
- **June 29-30,** Trolleys and trains; toy and real trains of all sizes.
- **August 12-19,** Washington County Fair; take the trolley to the fair.
- **October 14-15 and 21-22,** Pumpkin Patch Trolley; ride orange trolleys and get a pumpkin (kids $4).
- **October 21-22 and 28-29,** Pennsylvania Arts & Crafts Christmas Festival; ride the trolleys to the festival.

WHIPPANY, NEW JERSEY, April 15, 16 and 22. *Easter Bunny Express* train rides will operate at the Whippany Railway Museum departing hourly at the bottom of the hour 12:30pm-4:30pm. Fare $7 adults, $4 kids under 12, babes-in-arms free. Reservations strongly recommended from the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. For more information call 973/887-8177 or visit *www.WhippanyRailwayMuseum.org.*

SAN DIEGO, CALIFORNIA, April 15. San Diego & Arizona Eastern Railfan Day using an ex-SP Black Widow GP9 and 4-6-0 on several different consists including a photo freight. Fare $163 coach, $283 first class. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

NEWINGTON (LORTON), VIRGINIA, April 28-30. The 6th Annual Conference of the Amtrak Historical Society highlighting the people,operations and trains along Amtrak's eastern seaboard, including *Auto Train* and the Virginia Railway Express. Activities include a trip to view Amtrak operations at Alexandria, Va., a tour of *Auto Train* facilities, a banquet and other presentations. Cost for the weekend is $80 for AHS members and $100 for non-members (includes $15 AHS membership). To receive a conference information packet and registration form contact the Amtrak Historical Society, Inc., 1579 North Milwaukee Avenue, Suite 350, Chicago, IL 60622-2009; 773/645-9428; *Railpax@aol.com; www.trainweb.com/ahs.*

WOODLAND, CALIFORNIA, April 29. Sacramento River & Rail Steam Spectacular using an ex-SP 0-6-0 on the Yolo Short Line. Trip connects with a charter steamboat cruise. Fare $94 adults, $64 kids 4-14. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

MONTICELLO, ILLINOIS, April 29-30. Monticello Railway Museum Photographers' Trains will operate each day with Wabash F7A 1189 on a freight and Canadian National FPA4 6789 on a passenger train. One train will face north, the other south with the consists turned Saturday night to provide different photo oportunities on Sunday. Saturday night photo session with R&R's Steve Barry. Tickets $35 per day or $60 for the weekend. For tickets or information contact the Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856; 217/762-9011.

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fares, accomodations, breakfasts, dinners, many extras. Contact T-Rail Tours for more information.

RUTLAND, VERMONT, May 6-7. Rutland Railroad Historical Society Convention at the Howe Center. Saturday activities include tour of Howe Scale Works, slide show and displays, Saturday evening banquet and Sunday excursion with ex-Rutland equipment. Fare $15 for Saturday tour, $15 for banquet and $30 ($40 for non-members) for Sunday excursion. Make checks payable to Rutland Railroad Historical Society and mail to Jeff English, 6 Lansing Avenue, Troy, NY 12180-4829.

DANBURY, CONNECTICUT, May 6-7. Spring Railfair 2000 at the Danbury Railway Museum featurng an excursion on the Maybrook Line, night photo session, photo freight runs, track car rides, railroadiana dealers and more. For more information contact the Danbury Railway Museum, P.O. Box 90, Danbury, CT 06813-0090; 203/778-8337; *www.danbury.org/drm.*

WOODLAND, CALIFORNIA, May 13. Yolo Shortline Railfan Day featuring SP 0-6-0 1233 in SP lettering on a freight train and YSL's GP9 on a passenger train. Many photo runbys featuring both trains covering 58 branch line miles, fare $153. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

ORRVILLE RAILROAD HERITAGE SOCIETY (P.O. Box 11, Orrville, OH 44667; 330/683-2426) will hold the following special events. Contact the society for more information.
May 13, excursion via Wheeling & Lake Erie to Pittsburgh *(see separate listing).*
June 10-11, Depot Days at the Orrville depot *(see separate listing).*
August 5-6, overnight excursion to Pittsburgh.
August 26, rail excursion to the Lorain County Fairgrounds from Canton and Orrville.
September 23-24, *proposed* Superliner excursion from Akron, Ohio, to Pittsburgh.
October 14, Medina Loop fall foliage excursion from Orrville to Medina, Ohio.

ORRVILLE, OHIO, May 13. All-day excursion to Pittsburgh and return sponsored by the Orrville Railroad Heritage Society. Trip will operate via the Wheeling & Lake Erie to Rook Yard in Pittsburgh with a bus connection to Station Square. Coach fare $75. For tickets or information contact the Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm).

HIGH IRON TRAVEL (P.O. Box 50116, Minneapolis, MN 55405; 612/922-7259; *www.highirontravel.com*) is sponsoring the following rail tours using the private cars *Caritas, Cimarron River* and *Pine Tree State.* Contact High Iron Travel for complete details.
May 18-21, Toledo, Peoria & Western including Amtrak from Chicago to Galesburg and the Keokuk Junction Railway; $1595 per person double occupancy.
June 2-4, Iowa Interstate from Bureau to Des Moines and Council Bluffs, Iowa; $995 per person double occupancy.
June 10-11, Iowa Adventure via Iowa Northern and Dakota, Minnesota & Eastern; $895 per person, double occupancy.
June 16-25, Northern Plains Explorer from Chicago/Twin Cities to Whitetail, Mont., via former Great Northern and Soo Line trackage; $2950 per person, double occupancy.
August 28-September 6, AAPRCO Convention trip to Winnipeg; call for details.

AMES, IOWA, May 19-21. Chicago & North Western Historical Society annual convention at the Best Western Starlite Village. Registration $68 before April 15, $78 after. Information from Jim Phinney, Registrar, 119 32nd Street NW, Cedar Rapids, IA 52405; *www.cnwhs.org.*

NORTH VANCOUVER, BRITISH COLUMBIA, May 27-29. Three-day steam trip to Kelly Lake behind BCR 2-8-0 3716. Photo runbys each day. Fares start at $465. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

DENNISON, OHIO, June 3. Strawberry Special to Newark, Ohio, via the Ohio Central Railroad. Scheduled motive power is Grand Trunk Western 4-8-4 6325 westbound and F-units eastbound. For more information contact the Mahoning Valley Railroad Heritage Association, P.O. Box 3055, Youngstown, OH 44511; 800/571-1199; *sales@hopewellvideos.com.*

SPENCER, NORTH CAROLINA, June 3-4. North Carolina Transportation Museum's annual Rail Days, "Railroading Through the Ages," with two operating steam locomotives, special displays, railroadiana and model train show, telegraph demonstration, family activities and more. For more information contact the North Carolina Transportation Museum Foundation, P.O. Box 44, Spencer, NC 28159; 877/NCT-MFUN; *nctrans.org.*

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum. The museum's regular admission will be charged unless noted. Contact the Friends for full details.
June 3-4, Pennsylvania Railroad Days. Noted rail artists and authors on hand, special lectures, demonstrations and tours.
June 30-July 2, Reading Railroad Days. Special tours, model railroad, oral histories.
August 17-20, Railroad Circus Days. Displays by Circus Model Builders International.
October 28, Halloween Haunting. The railroad museum is transformed into a creepy cavern.

DELTA, PENNSYLVANIA, June 4-25 (Sundays only) 25th Annual Ma & Pa Railroad Month at the Old Line Museum, 602 Main Street, 1:30pm-5pm. Maryland & Pennsylvania memorabilia, models, drawings, photos, discussions, guest speakers and more. Free admission, donations appreciated. For more information call J.E. Murphy at 410/592-7491.

BAKER CITY, OREGON, June 9. Spring photo special on the Sumpter Valley Railroad with 2-8-2 No.19 and Heisler No.3. Numerous quality photo runbys in best light of the day. Trip leaves just before dawn. Cost is $200 per person, capacity limited to 25 people. For more information contact the Sumpter Valley Railroad, P O. Box 389, Baker City, OR 97814-0389

ORRVILLE, OHIO, June 10. Depot Days sponsored by the Orrville Railroad Heritage Society at the ex-Pennsylvania Railroad Union depot. Railroad memorabilia displays, train rides behind the society's F7 diesel, tours of a modern diesel and a signal tower, Operation Lifesaver, more. For more information contact the Orrville Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm).

CHAMA, NEW MEXICO, June 10-11. Two-day Rio Grande Spectacular on the Cumbres & Toltec Scenic using both K36 and K37 class D&RGW 2-8-2s. Various freight cars on head-end of train, entire train lettered Rio Grande. Numerous photo stops each day. Fare $333 includes two lunches and overnight lodging in Antonito, Colo. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

CALGARY, ALBERTA, June 10-11. Heritage Park Railway Days featuring double-headed 0-6-0s, passenger and freight trains, railroadiana displays, speeder rides and more. For more information contact Heritage Park Historical Village, 1900 Heritage Drive S.W., Calgary, Alberta, Canada T2V 2X3; 403/259-1900.

CANADIAN NATIONAL 6060 will operate from Stettler, Alberta, on the following dates. Fare will be $60-$70, depending on the trip. For more information contact Alberta Prairie Steam Tours, P.O. Box 1600, Stettler, Alberta, Canada T0C 2L0; 403/742-2811; *www.nucleus.com/Heartland;* e-mail *apsteam@telusplanet.com.*
June 17, to Halkirk, 80 miles round trip.
June 25, to Big Valley, 40 miles round trip.
July 1, to Coronation, 120 miles round trip.
July 2, to Halkirk, 80 miles round trip.
August 24, to Castor, 100 miles round trip.
August 25, to Halkirk, 80 miles round trip.
August 26, to Coronation, 120 miles round trip.
October 15, to Big Valley, 40 miles round trip.

MENDOTA, ILLINOIS, June 17-18. Mendota Railroad Crossing Days at the Union Depot Railroad Museum featuring a gandy dancers' express, railroad swap booths, equipment tours, art displays and more. For information contact the museum at 815/538-3800, visit *www.mendotamuseums.org* or e-mail *dimcc@isl.net.*

HENRY FORD MUSEUM & GREENFIELD VILLAGE (20900 Oakwood Boulevard, Dearborn, MI 48124; 313/271-1620) will hold the following railroad-oriented special events in 2000 at Greenfield Village. The village is open 9am-5pm daily; admission to Greenfield Village is $15 adults, $14 seniors 62 and over, $9 kids 5-12, under 5 free.
June 17-August 20, Summer Festival celebrating railroads includes the opening of the recreated Detroit, Toledo & Milwaukee roundhouse, railroad related programs and activites, hobo lunch served in the Taste of History Restaurant.
September 23-24, Railroad Days will allow visitors to experience the lives of those working and traveling on the railroad.

FORT ERIE, ONTARIO, June 18. Father's Day open house at the Fort Erie Railroad Museum. Free admission. For more information phone 905/871-1412.

BOSTON, MASSACHUSETTS, June 18. *Day Cape Codder* from South Station to Cape Cod. Ride over the Buzzards Bay bridge, Hyannis harbor cruise, more. Fare $65 covers all activities. For more information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

COLTS NECK, NEW JERSEY, June 24-25. *Sea Train Excursion* sponsored by the United Railroad Historical Society of New Jersey at Naval Weapons Station — Earle each day behind U.S. Navy locomotives, including a ride on the pier into Sandy Hook Bay. Tickets $35, $25 for children. Tickets available only in advance by mail; all orders must be postmarked by June 12 and include a SASE and your phone number. Mail your order to URHS, 112 Hill Top Lane, Neshanic Station, NJ 08853. For more information phone 732/671-9644 (7pm-9:30pm ET).

MISSOULA, MONTANA, August 3-5. Annual meet of MilWest devoted to the history of Milwaukee Road's Lines West, at the Best Western Grant Creek Inn. Registration $40, additional tours at extra cost. For more information contact Kevin McCray, 6 Park Place, Clancy, MT 59634-9759; *mccray@ixl.net.*

CINCINNATI, OHIO, August 5. *Summerall at CUT* sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Railroad Show & Sale, tour of Tower A and multi-media slide presentations by Steve Barry, Dale Brown, Terry Chicwak, John Craft, Kevin Eudaly, Lee Gordon, George Hamlin, Jerry Jordak, Joe McMillan, Mike Schafer, Pat Sweeny, Mike Valentine and Gib Yungblut. Tickets $12 (checks payable to Cincinnati Railroad Club) from Summerall 2000, Paul Ramer, 3381 Robinet Drive, Cincinnati, OH 45238-2119; information from 513/651-RAIL.

BELLOWS FALLS, VERMONT, August 5 Transpo 2000 with rail equipment on display in conjunction with Rockingham Old Home Days Railroad night photo session with fireworks as a backdrop. Other events include vintage trucks, railroadiana show and other family activities. For more information call the Great Falls Region Chamber of Commerce at 802/463-4280 or visit *www.gfrcc.org.*

INTERNATIONAL TOURS

ELECTRIC RAILROADERS' ASSOCIATION will be sponsoring a trip to **Hungary and Slovakia** from June 23-July 3. Several charters over electric railways and traction lines are planned in Budapest, Debrecen, Szeged, Miskolc, Kocise and Bratislava. Land arrangements cost $850 per person, double occupancy. Air fare from Newark, N.J., is $850 per person. For more information contact the Electrid Railroaders' Association, c/o Jeffrey B. Erlitz, 93-54 Queens Boulevard, Apt. 3C, Rego Park, NY 11374-1120; 718/275-0853.

SWITZERLAND BY TRAIN — A GRAND TOUR will be sponsored by the B&O Railroad Museum from **July 21-30.** Trip includes trains (steam, diesel and electric), motocoach and lake boats. Fare is $4235 per person. For complete details contactTravel Plans International at 800/323-7600 or the B&O Railroad Museum at 410/752-5389.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following foreign tours. Write for a free catalog.

Peru, July 23-August 5. Steam, diesel and railcars on 12 charter trains.

Argentina, October 14-21. Baldwin and Henschel 2-8-2s on four charter trains including double-headed photo freight.

Mexico, November 11-19. Copper Canyon train from Nogales.

T-RAIL TOURS (803 Kanuga Drive, West Palm Beach, FL 33407; 561/TEL-TRAK) is sponsoring The Trains of Europe, **September 2-24.** Trip covers ten nations, 70 trains, rail ferries, Rhine voyage. Most nights spent in first class compartments, with some hotels. Fare $2987 includes all transportation (except air fare to Europe), admissions, banquets, 975-page book "The Trains We Rode" and more. Deduct 10% from tour fee for each person you bring with you; non-refundable downpayment of 10% required one month before departure. Contact T-Rail Tours for more information.

RAILROADIANA MEETS

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com.*

April 15-16, Knoxville, Tenn., Convention & Exhibit.
April 29-30, Little Rock, Ark., State Fairgrounds.
May 6-7, Las Vegas, Nev., Cashman Center.
May 7, San Francisco, Cal., Marin Civic Center.
May 7, Wheaton, Ill., DuPage County Fairgrounds.

COLUMBUS, OHIO, April 15. Buckeye Railroadiana & Model Train Show at the Ohio Expo Center, Lausche Building, 9am-4pm. Admission $5, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

NEW BRAUNFELS, TEXAS, April 15. Annual New Braunfels Railroad Jamboree sponsored by the New Braunfels Historic Railroad & Modelers Society and the Bluebonnet Chapter NRHS at the New Braunfels Civic Center, 380 South Seguin Avenue, 9am-5pm. Admission $5, kids $1. Information: Kermit R. Baese, 1285 Common Street, New Braunfels, TX 78130; 830/625-2656.

PEORIA, ILLINOIS, April 16. Peoria Train Fair sponsored by the Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

LIVINGSTON, MONTANA, April 29. Livingston Railroad Swap Meet at the Livingston Depot Center, 200 West Park Street, 10am-4pm. Admission $1, kids under 10 free. Information: Livingston Depot Center, P.O. Box 1319, Livingston, MT 59047; 406/222-2300.

BATH, MAINE, April 29. Train Show presented by the Downeast Railroad Club at the Bath Middle School, 10am-4pm. Admission $3, kids under 12 free, family $8. Information: Ron Golek at 207/443-6869 (evenings).

HELENA, MONTANA, April 30. 20th Annual Helena Railroad Fair at the Helena Civic Center, 9:30am-4pm. Admission $2, kids under 12 free. Information: Helena Railroad Fair, P.O. Box 4914, Helena, MT 59604; 406/443-1578; *rrfair@mt.net.*

ST. PAUL, MINNESOTA, May 6. Twin City Model Railroad Museum Railroad & Hobby Sale at the Minnesota State Fairgrounds Education Building, 9am-3pm. Admission $4, kids under 12 free, family $7. Information: TCMRM, Box 26 Bandana Square, 1021 Bandana Boulevard E, St. Paul, MN 55108; 651/647-9628.

TIMONIUM, MARYLAND, May 7. Transpo 2000 Baltimore Transportation Memorabilia Show & Sale at the Maryland State Fairgrounds, Timonium Road exit off I-83, 10am-4pm. Admission $5, kids under 12 free, mention RAILFAN & RAILROAD for a $1 discount. Information phone 703/768-2990; e-mail *transtique@aol.com.*

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BOOKS

Northern Indiana Railway

By George K. Bradley. Published by the Central Electric Railfans' Association, Box 503, Chicago, IL 60690. Hardcover, 244 8½" ×11" pages; $55.00 shipping included. IL residents add 8.75% sales tax.

There is no happier joining of forces than the CERA — with its penchant for excellent publications of books about electric railways in the Midwest — and the writing and research talents of George K. Bradley. They come together once again in the *Northern Indiana Railway*, the latest CERA publication. George Bradley is a native of La Porte and his interest in the Northern Indiana Railway has been long and deep, as is shown by his excellent research.

As a native of Pennsylvania, I first became aware of the Northern Indiana Railway from discussions with George, and from talking with people associated with the South Shore Line. The latter parties referred to the Northern Indiana as the long way between Michigan City and South Bend. The empire of the Northern Indiana Railway was substantial, and included interurban lines between Michigan City, La Porte and South Bend, as well as the lines into Elkhart, and as far to the east as Goshen. An associated property, the Southern Michigan Railroad, offered service that linked South Bend with Niles, Michigan, and then on to St. Joseph and Benton Harbor. The coverage of each of these lines is thorough and crisply written. The stories include an update to the present time local bus transit operations.

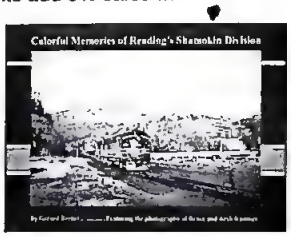
The text is interesting, beguiling the reader further into the story. The book does not skimp on the financial and other business/organizational features of the Northern Indiana. Such material is essential to the story of electric railways.

There are fine pictures in the book, including the great wooden interurban cars that were among the most beautiful and classic in the design of any rolling stock ever used in the electric railway industry. The splendid lightweight interurbans put into service in 1930 are not ignored. The treatment of South Bend, which was the last significant part of the electric railway operation of the Northern Indiana Railway. There are many wonderfully evocative pictures of the deck-roofed cars that were in service until the end of electric railway service in 1938. (An interesting historical point is that South Bend had electric street railway service in October, 1885. It did not last until spring of 1886.)

The maps are very good, the pictures are excellent, the text is complete and fulfilling, and George Bradley is to be congratulated for another superb work. The CERA deserves kudos for publishing this in a first-rate fashion. It's a must for any electric railway enthusiast. — *GEORGE M. SMERK*

Colorful Memories of the Reading's Shamokin Division

By Gerard Bernet, featuring the photography of Bruce & Arch Kantner. Published by Railroad Avenue Enterprises, P.O. Box 114, Flanders, NJ 07836. Softcover, 48 11"×8½" pages; $19.95 plus $2.00 shipping. NJ residents add 6% sales tax.



The second of Bernet's planned three photographic volumes on anthracite area railroading gives the Reading's often-overlooked Shamokin Division its due, delving into the gritty, workaday railroad scene in the coal mining region in Eastern Pennsylvania. What the area may have lacked in glamour, it made up for in character, and that's evidenced in this engrossing, all-color effort.

Some rare gems turn up in the fine photography from brothers Bruce and Arch Kantner, who grew up in Cressona, Pennsylvania (in the heart of the Shamokin Division), taking us from the waning days of steam, through the early days of diesels, right up to the end of the Reading era. FP7s, Baldwins, Trainmasters, RS3s and GP7s are all seen, as are steam engines ranging from husky 2-10-2s to powerful 4-8-4s to 2-8-0s. And while the passenger runs to Pottsville (from Philadelphia and Reading) make some appearances — as do occassional merchandise trains — the star here is coal, the very reason for the Shamokin's existence.

All of the division's key points are visited: the engine terminal at West Cressona, East Mahanoy Junction, Pottsville, Schuylkill Haven, Tremont. Tamaqua, Pine Grove and more. Photos range from the early '50s through the '70s. Some additional information featured here includes train schedule and symbol information comparing 1960 and 1970, timetable pages, a map, and a 1942 listing of some of the division's shippers.

Now, I should admit I might find a bit more fascination in this region than the average person, as my great grandfather was a Reading engineer who lived in Cressona and worked this division for years, and many family visits were made here throughout my childhood. (In fact, though we can't tell for sure, my grandmother and I are both pretty well convinced that the engineer in the cab on page 26 is my great grandfather . . .) But even without the family connection, this modestly-priced photo album is still a keeper.

The book, produced in a horizontal

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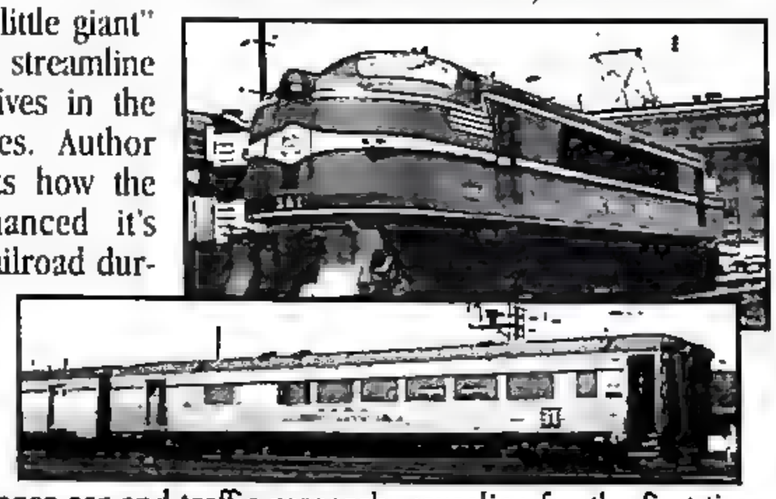

Story of how New England's "little giant" managed to order a fleet of streamline passenger cars and locomotives in the midst of two national crises. Author Geoffrey H. Doughty recounts how the company's management financed it's acquisitions and turned the railroad during the first bankruptcy. He also tells the fascinating story of how the railroad under Palmer, in the middle of World War II, prepared for the postwar period with passenger car and traffic research, revealing for the first time unpublished drawings, designs and artistic renderings depicting the plans and dreams for the future, and how in the span of one year, all these dreams vanished.

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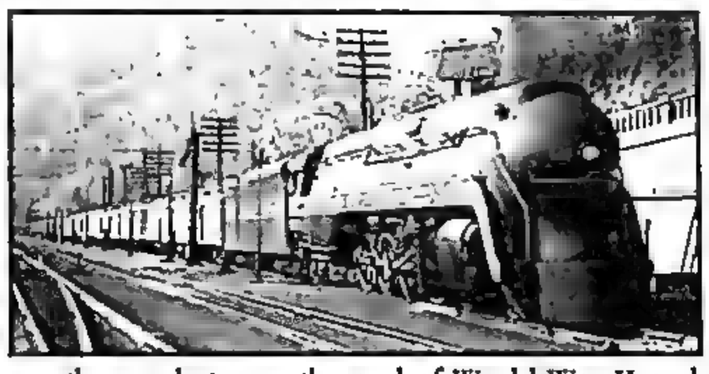

Most images of Norfolk and Western passenger service include bullet nosed class J locomotives leading a sleek tuscan red consist at speed in the Blue Ridge mountains of Virginia. But that was only a part of the picture. N&W passenger service was never second best and was treated with great care by the railroad. This volume focuses closely on the era between the end of World War II and the end of the steam era. A complete revision of this popular 1990 book. Some of the original photos plus many new additions with additional text makes this an almost an entirely new edition. Details on paint and lettering and many photos make this a valuable addition to anyone's N&W library. *Expected early spring of 2000.*

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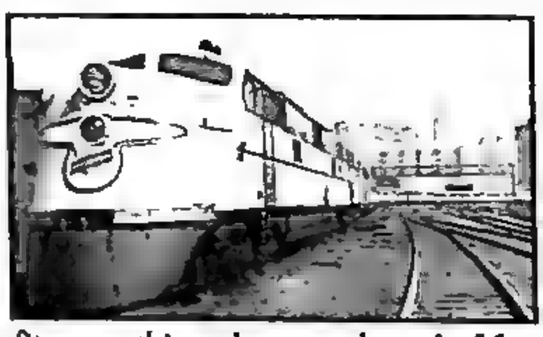

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format, is cleanly laid out, with plenty of large photos and a folksy, entertaining caption style. The Shamokin Division may have been often overshadowed by the fast freights and frequent passenger trains on the higher profile main lines between Reading, Philadelphia and Harrisburg, but the region had plenty of charm and character on its own, and it shines through in this nifty, worthwhile volume. — *G.F.*

The Official 2000 Edition Locomotive Rosters & News

By James W. Kerr. Published by DPA-LTA Enterprises, P.O. Box 3000, Champlain, NY 12919-3000. Softcover, 176 4" ×6¾" pages; $26.95 plus $3.00 shipping.

The new edition of this indispensible reference tool continues the tradition of providing accurate, timely information on the rosters of over 800 different railroads (and railroad museums). For diesels, the book provides locomotive numbers, number of units in the class, builder, horsepower and year built (or majorly rebuilt). For steam locomotives, the horsepower is replaced by wheel arrangement data. Extensive footnotes detail gaps in number sequences, models designations for electric units and the like. An especially handy feature is the inclusion of lease units and their reporting marks.

My only quibble is with a feature recently incorporated into the book: the inclusion of a well of color pages featuring photos. Personally, I'd rather do without them and pay a few dollars less (and maybe then buy two copies — one for field use and one for home), but perhaps I'm in the minority with that opinion. That minor point aside, the book is still an essential addition to your reference collection. — *G.F.*

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The Engineer's Seat

Recollections on life in the cab

by THOMAS D. DRESSLER

The light green Beetle

WITH THE RECENT introduction of an all new Volkswagen Beetle, I was reminded of an eastbound trip I made one early fall night on the Columbus District of the Scioto Division of the Norfolk & Western. I was the fireman of the crew but was in the "Big E"'s seat running the train this trip out of Columbus towards my home terminal of Portsmouth, Ohio.

We were called at Joyce Avenue in Columbus at 9:00 p.m. for a 210-car "relay" emty hopper train. A "Relay Train" is one which arrives at a terminal, crews are quickly changed and the train resumes the run with very little delay. On many occasions, crews changed without stopping the train.

However, on this evening, the Sandusky District crew which brought the train in from Bellevue stopped and got off, exchanged pleasantries with us and told me the speed recorder was one mile per hour fast at 40. We boarded the units and headed east (south by geographical direction), moving slowly to let the rear-end crew do a "roll-by inspection" to make sure no air brakes were sticking and that the train was in good running order. It was a beautiful, cool, fall evening with a good bright, full moon illuminating the entire area.

The train symbol was "Extra 333 East" and power was RS11 No.333 on the head-end running long hood lead followed by two GP9s, Nos.759 and 807. My engineer was in the fireman's seat, and I was running the train. The head brakeman was riding in the third unit while the flagman and conductor were, of course, in the caboose.

After the rear end cleared the east end of the Joyce Avenue yard, I started working on 'em — increasing the throttle and thinking how awful that Alco sounded, wishing we had one of the GP9s on the point. The Alco gurgle was sickening to any who loved the early EMD sound. And on top of that, you had to contend with the sickening smell of exhaust fumes leaking into the ill-fitting Alco carbody and the general dirty nature of the upstate New York product.

After an uneventful fly-by of Watkins Yard at the south edge of Columbus (we already had more than enough cars and we did not have to stop there for more emties, as was most times the case) and easy passages through the small communities of Ashville and Circleville, things were going smoothly. Top speed had sneaked up to 47 m.p.h. which, in fact, was excellent considering the number of cars and the three small diesel units. That the train was running so well was true testament to the fact that if an Alco was "right" it would outpull any EMD unit of comparable size. The train was running nicely, we had a good run going and figured to be on duty around four hours total from start to finish.

Having topped Kingston Hill at milepost N-666, I continued to pull on them until the east end of Delano (MP N-673), and then began easing off on the throttle and letting her drift downgrade towards Chillicothe. She was rolling freely at about 38 m.p.h., and I could feel the train softly running in against the units and then back out as it came through the slight dip at the east end of the Dorney middle-track passing siding. I figured the drag of the train against the numerous curves would hold my pace constant, and I would not need to use the dynamic brake to control speed. I felt it would pass through Chillicothe right on the money at the city-ordinance-allowed 35 m.p.h.

As I rounded the right hand curve at milepost N-661, about three-quarters of a mile ahead in the bright moonlight, I could see a familiar VW Bug parked along my side of the tracks under the Ohio Highway 159 overhead bridge. This was a popular "make-out" spot and, having seen this very same Bug there before, I figured there would be a couple in the VW "messing around" or possibly even in the "throes of major passion."

I immediately reached down and turned the lead engine headlight to the OFF position and threw open the cab-side window sashes, reached down into my grip, grabbed my very bright five-cell flashlight and prepared to "shine" the lovers when we passed. (When the head end of a train passed lovers parked as such after dark, we shined our flashlights right on them and, of course, radioed the rear end who in turn "shined" them again as they passed).

About 20 car lengths from the VW, I turned the headlite to ON-BRITE, leaned way out of the window with my flashlight in my right hand, reached up and grabbed the whistle rope (most of those early Alcos had ropes instead of levers to blow the horns) with my left hand and started to blow the whistle several short blasts and prepared to "shine" the car.

Just about that time, much to my total surprise, the danged air brakes went into an emergency application. As any engineer will tell you, an emty train will stop on a dime when the automatic air brake is used. Also, 99 out of 100 times, when an emty train goes into emergency, it not only stops on a dime but will give you seven pennies in change and in the process rattle the living heck out of you, your units and the train. When this train went into the "quick stop mode," it stopped very quickly in three very short car lengths, slammed my head up against the window frame and almost knocked me silly (no adverse comments here please — I already suffer from enough nasty remarks at the hands of the editors, especially the retired editor of this magazine).

The quick stop stood my engineer straight up and slammed him against the door in front of him and busted his nose all to heck and he had blood running down over his lips and his chin from the impact with the safety glass. Most of the carbody doors on the lead engine flew open and black dirt and crap, as only an Alco could produce, flew out — thanks to the bright moon, I could see all of this quite plainly.

My engineer reached up and turned the

overhead light on his side of the cab on and, after seeing the blood on his hands, said — well, I won't repeat exactly what he said but it was "un-nice," to say the least. Words to the effect that he wanted to know what in the heck we had run into . . .

The hopper cars on the head end were crashing and banging around, bumping into the engines and in general making things unpleasant. Warning bells on the engines began to ring and the poor junk Alco coughed one great big thick black cloud of Alco smoke and died right on the spot. All hell had broken loose — and needless to say it was a right frightening experience.

I looked down towards the ground and, lo and behold, I was stopped exactly at the driver's door of the VW, not ten feet from the entangled bodies of the youthful lovers. Even in my dazed state, I had presence of mind enough to shine my light through the black Alco smoke, slop and haze of love, and initiated "blue smoke" rolling out of the partially opened driver's window and into the air. For a few seconds, everything was dead silent except for the engine alarm bells clanging away, and all I could see were two pairs of eyes, wide open as the result of a near-death experience, peering out of the VW window.

I wish you could have seen the guy and gal getting back to the proper seats and scrambling to get their clothes back on, preparing to leave the nerve-wracking scene ASAP. I will guarantee you, it took *him* a heck of a lot longer to get *her* clothes off than it did for *her* to put them back on. With arms and legs thrashing all around, bare rear ends glowing in the moonlight and by the beam of my flashlight, it was a sight to behold. I have *no* idea how, or even if, they got their own clothes on or if had them all mixed up — probably the latter. Nevertheless, they had donned clothes in record time. I guess the guy had gotten his own shirt on but it was inside out as the label was showing at the back of his collar.

Even before the dust from the emergency stop of the train settled, those slanted headlights of the German Beetle Bug came on and he took off like a scolded dog, sliding first to one side and then the other in the many years of steam-engine-acquired ground cover. Throwing cinders, dirt and gravel 30 feet behind him, one would have thought it was Dale Earnhart making a bid for the lead on the last lap at Talladega.

After I got the engineer settled down and cleaned his face a little, I made sure I had only the one, small dent in the left side of my head near my eye. I guess this was one time my very hard head proved to be an asset, as I didn't think I had any ill effect from the head slamming.

By now our conductor was on the radio, wondering what happened. I asked them if they were okay, and then asked if they were getting any air on the rear end, which would have indicated we were still all in one piece. They replied everyone was okay, but negatively to the air question. The head brakie, who was unhurt, had walked up to the lead unit, and the conductor told him to start walking back over the train. He and the "flagmaster," as the flagman is sometimes called (among other things) would start towards the front end and try to ascertain the problem. The head shack suggested the head man take a spare air hose and the special air hose wrench with him just in case we had burst a hose.

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RAILROAD AVENUE ENTERPRISES

In a few moments the head shack radioed again and told me to call the head man back, as they had found the trouble. It proved to be they had, in fact, found what caused the train to stop in the first place, but as they would soon find, the overall problem was more serious. The entire angle cock and air hose had blown off the west end of the 17th hopper car ahead of the caboose and was nowhere to be found. There was nothing they could do to rectify this situation except to bad order the car and continue to walk towards the head end, looking for more trouble. They noticed they were getting no air through the brake pipe, which indicated there was still at least one more problem between them and the head end. As they walked towards the head end, in the next 26 car lengths they found four snapped knuckles and three broken drawbars, all with bright shiny metal surfaces showing, indicating the breaks were all brand new. Needless to say, we were in a mess. However, we were in luck for at least part of the unfortunate event, as all three broken drawbars were out of the west end of the cars, which meant we could move them without having to chain them to other cars.

Because all of the metal breaks were bright and shiny, this meant the slack had been in against the engines when the angle cock blew off. When the "brake pipe" — the correct term for the air line running the length of the train — integrity was interrupted just ahead of the caboose, the train stretched out as tight as a "banjer" string and the resulting impact forces, including the weight of the hopper cars and units ahead of the broken train line, snapped knuckles and drawbars like toothpicks.

As soon as the extent of the damage was known, the dispatcher at Portsmouth was notified and, acting quickly, he stopped a westbound coal train at the east end of the single track between MP N-642 Omega and N-652 Lunbeck. (It was single track between MP N-642 and N-652 which we referred to as the "one way." Also, all of the trackage between N-642 Omega and N-657 west of Chillicothe was all CTC-controlled, and the double track sections were signalled for running in either direction). This would give us plenty of working room to set off damaged cars and reassemble our train at Lunbeck using both the east- and westbound mains, middle tracks and part of the single track at MP N-652 for head room.

We cut the engines off, pulled down to MP N-657, crossed over to the westbound track, and went back up the hill to survey the damage, as well as deliver new knuckles (spare knuckles, tools such as a hard-tempered chisel and hammer and a long, extremely heavy "log chain" are carried on engines and cabooses). We assisted in replacing the broken "iron" and moving parts of and drawbars off the track structure. We were extremely fortunate in that the train had stopped so quickly — many times a broken draw bar will drop down to the ties, bounce up and derail the train.

We then went back to the head end of our train, pumped up the air and then pulled it down the westbound track at Renick (Chillicothe) and shoved the west car back into the middle track to get rid of the first gutted drawhead (end of the car). The rest of the head end was left setting on the westbound main track at Lunbeck, three miles east of Renick.

We then went back to our remaining train on the hill and got another handful of cars with a drawbar-less car on the west end, pulled them to Renick and set off yet another bad order car, this time from the eastbound main, then took the rest of the good hoppers down and tied them on to the front of the train at Lunbeck and shoved it all back in to the clear on the westbound main. As we were doing all of this, the rear-end crew had been busy replacing knuckles.

As we started back down to Renick with a few good cars and the last disabled hopper, the dispatcher was on the radio and told us to shove however many cars we had at this time back into the middle track, and let them sit as we were tying up the entire Columbus District. In the meantime, a following eastbound train had moved down behind us, cut his units off his train and shoved what was left of our rear end down towards Renick, set the last bad order car into the west end of the middle track, and then took the caboose and remaining good hoppers down to our train at Lunbeck and made the train tight. While we were pumping up our air and making a brake test, the units of the second eastbound went back to their train up on the eastbound track on the hill. In the meantime, the dispatcher had turned the coal train loose at NP-642 and soon he cleared the "one-way" and passed us on the eastbound track (certainly not without giving me some pure unadulterated b.s. about my making such a mess of things and tying up the entire west end of the N&W). Before I could think of a proper, smart-a—ed comeback, our conductor told them it was not my fault and

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suggested to them they had more than enough to take care of getting *their* coal train over the road. As the westbound coal train cleared, we were given the clear signal to proceed east into the single track and head for home.

I can't say we were none the worse for the wear, as it had been a long five hours playing with the train and getting it back in some semblance of its original running form, but at least other than a bloody nose and bump on the head, no one was hurt seriously. Of course had I not been attempting to pull some chicanery in "shining" the lovers in the VW, I would not have received the head bump. And, of course, in all of the excitement, the rear end of our train had no one to "shine" as the little green VW was nowhere to be seen.

After three attempts by our conductor to make a new CR-10 Wheel Report of the train's consist, which was really mixed up after all of the bad order — and a few good — cars were set out, he gave up and decided to let the yard clerks at Portsmouth make the new report. Heaven only knows what would happen now under such circumstances with computers doing all of the wheel reports!

As to the damage to the nervous systems of the two "lovers" in the VW, I cannot attest, but that little light green bug was not seen again parked in that particular makeout spot for a long, long time.

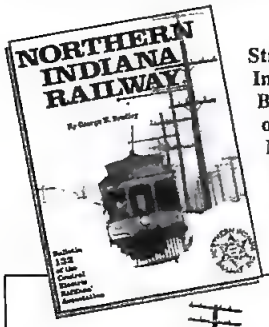
Thank heavens the No. 333 was sold for scrap — it was already junk, in fact was junk when Alco built it. The GP9s and caboose are gone, too, but the long emty trains still run on the Columbus District, many times with just one large high-horsepower six-axle unit. Crews till "shine" lovers parked at trackside, but, alas, only the head end does the shining now as the "Little Red Boxes" (caboose) are no longer on the rear end of the trains.

In due time we made it to the register room in Portsmouth and, as I was signing the book, the call boy looked out the dividing window and said, "Tommy Overspeed, where in the living heck did you get that black eye? Man alive, Mrs. D. is gonna want to know all about that one!" I went into the nearest "little boys' room," and looked at myself in the cracked mirror and, yes, most certainly, the outside corner of my left eye was turning black and blue.

Not only did I "shine" the couple in the VW, I received my own "shiner" for being so dadburned ornery.

NORTHERN INDIANA RAILWAY

By George K. Bradley



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BNSF/Canadian National

OTHER ROADS JUST SAY NO: Not long after BNSF and Canadian National announced their plans to merge, the chairmen of CSX, Norfolk Southern, Union Pacific and Canadian Pacific formed a united front to oppose the consolidation. The four took out full-page newspaper ads aimed at shippers, calling the merger "premature" and noting that the industry (and consequently, its customers) has yet to realize the full benefit of the previous round of mergers. The ads encourage shippers to write the Surface Transportation Board, noting that, if the deal is approved, their railroads would likely be forced to develop strategic responses (i.e., propose additional mergers). BNSF and CN, meanwhile, stated that they will guarantee shippers existing or better rail service over what they are now receiving, adding that BNSF and CN already provide the industry's best service.

Amtrak

STATE TRAINS GAIN: For the first quarter of fiscal year 2000 (October-December 1999), Amtrak reports strong ridership gains on various state-supported trains in Illinois, Wisconsin and North Carolina. All four Amtrak routes operated with financial support from Illinois posted increased ridership. The *Illinois Zephyr*, the *Illini*, the *State House* and the *Hiawatha Service* saw increases ranging from four to 10.2%. The *Illinois Zephyr*, operating between Chicago and Quincy, showed the highest gain for the first quarter, with a 10.2% increase over the same period last year, carrying 27,491 passengers. The *Illini*, operating between Chicago and Carbondale, carried 28,850 passengers, an 8.3% ridership gain. The Chicago-to-St. Louis *State House* carried a total of 68,970 passengers, 5.5% more than last year.

A total of 109,561 riders used the Chicago-Milwaukee *Hiawatha Service* during the quarter, a four-percent increase from the same period last year. (The *Hiawatha Service*, which operates over Metra and Canadian Pacific/Soo, also posts the best on-time performance in the Amtrak system, with a 98% record.) In North Carolina, both passenger trains operated in partnership with the state showed strong growth. The Raleigh-Charlotte *Piedmont* service posted a 22.2% increase over last year, and the Charlotte-Raleigh-New York *Carolinian* handled 62,047 passengers, a 5.3% increase.

REGIONALS

Dakota, Missouri Valley & Western

FIRE DESTROYS TOWN, TRAIN: Tragedy struck the small, northeastern Montana town of Outlook on October 31, 1999. A deadly prairie wind picked up that afternoon, rapidly spreading several small fires that had apparently been started by sparks from the locomotives on a 26-car Dakota, Missouri Valley & Western train. By midnight, nearly half the town had burned, including wooden grain elevators and the town's historic 85-year-old Soo Line depot (see **page 27**). The railroad lost ten miles of track to the raging flames, including two wooden trestles, which stranded the train through December. The line reopened January 6th. The lead unit, ex-Southern Pacific GP35R No.6344 was completely destroyed. Damage to the second unit, GP35 No.324, was less severe.

The Outlook depot, which was added to the National Register of Historic Places in 1988, was just starting to receive a facelift from a group of volunteers who had begun cleaning up and painting it in September. The Outlook depot, a standard Soo Line "second class" station, was the last intact example of its kind in the area. (The depot from nearby Whitetail still exists, but it has been cut up and relocated to a farm near Flaxville.) — *DALE JONES*

SHORT LINES

Sierra Railroad

TRAFFIC UP, MORE TO COME: According to local reports, Ford Construction has asked the Sierra Railroad to consider a four-mile spur from the railroad's main line in Standard, California, to its proposed limestone quarry. Ford plans to haul 860,000 tons of lime to a processing plant in Stanislaus County. The operation, first proposed in 1994 using trucks rather than rail, met considerable local opposition and was considered dead. Ford has since revised the plan, locating the processing plant out of the area and using rail to serve the quarry. The proposed spur is now being surveyed. Before anything can occur, an environmental impact report must be filed.

Meanwhile, traffic is up on the Sierra, with nearly 2000 cars hauled last year, compared with 800 in 1995. The Northern California short line, best known for its long time use of Baldwin motive power, has spent $3 million on trackwork which has brought most of the line up to FRA Class II standards, allowing 25 miles per hour for freight and 30 m.p.h. for passenger trains.

The railroad has also approached BNSF and UP about taking over the operation of the Oakdale branch between Oakdale and Riverbank, and would like to handle freight traffic for the Riverbank Arsenal. In addition, the railroad is currently operating a weekend dinner train between Oakdale and Cooperstown. — *BOB GALLEGOS*

TOURIST LINES

Cape Cod Central

ANOTHER NEW OPERATOR: Once again, the operation of the tourist rail road on Cape Cod, Massachusetts, has changed hands. This time, though, the ownership is local, and the current group at the Cape Cod Central Railroad is determined to "create a top-notch tourist rail operation," according to president John Kennedy. Last year's operator pulled out after a disappointing season due to a late start and trouble negotiating for the use of the tracks which are leased by Massachusetts to freight hauler Bay Colony. (A Bay Colony-affiliated company was the 1989-'97 tourist rail operator before the state pulled the contract from them for illegal dumping.) Kennedy rounded up local financial backers and expects to be up and running for the season by Memorial Day. Tourist trains will run from Hyannis to Sagamore, with dinner trains also planned, along with possible service on the scenic branch to Falmouth.

East Broad Top

WATER TOWER VANDALISM: On November 13, 1999, volunteers repairing the exterior of the East Broad Top's Coles Station water tank discovered that vandals had entered the tank house and removed boards from the enclosed wood tank. According to the railroad's general manager, Stanley Hall, six to eight of the cedar boards were removed. The boards are six to seven feet long and slightly curved to match the 16-foot diameter of the circular water tank. The boards are marked with "EBT RR," along with the construction date, manufacturer's name and tank code. The damage occurred some time between the inspection of the tank house last spring and the November efforts to secure the historic structure.

The Coles Station tank is the last remaining example of the EBT's enclosed water tanks. The enclosures helped prevent winter freezing. Similar structures once stood at Mount Union, Saltillo, Shade Gap and Robertsdale. The East Broad Top and the Friends of the EBT are offering a $750 reward for the return of the tank boards, or information leading to the prosecution of the person or persons responsible for the vandalism. The railroad can be contacted at 814/447-3011, and the Friends of the EBT can be reached via e-mail at *febt@aol.com*.

INDUSTRY

Tropicana Orders New Reefers

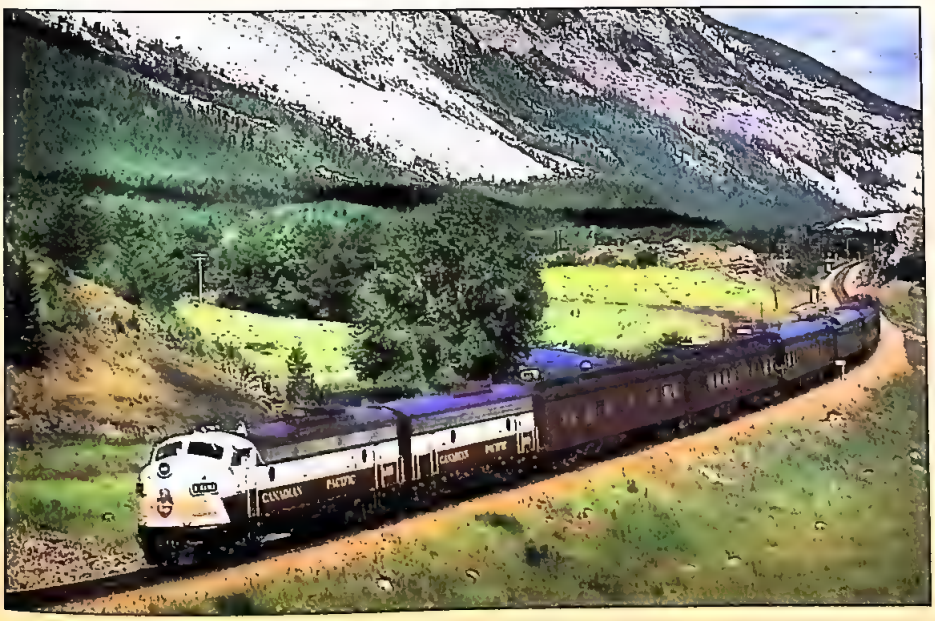
JUICE TRAIN FLEET EXPANDED: Tropicana recently completed a deal with railcar manufacturer Millenium Rail for the construction of 135 new refrigerated cars to be used on the two Tropicana juice trains, hauling the company's orange juice between Florida and distribution centers in Jersey City, New Jersey, and Cincinnati, Ohio. The new cars, which will be painted white instead of the current orange, will allow Tropicana to retire some of its older reefers as well as allow traffic growth. The first of the new cars was due in March, with deliveries continuing through mid-2001. Each of the new cars has a capacity of 20,000 gallons of packaged juice. CSX operates five Tropicana juice trains a week to the New Jersey facility, and two a week to Ohio.

TWO PHOTOS: DALE JONES

Disastrous Fire in Outlook, Montana

A devastating fire — apparently started by sparks from the Dakota, Missouri Valley & Western GP35s seen above — swept through the town of Outlook, Montana, on October 31, 1999, destroying the train itself, along with nearly ten miles of DMVW trackage (including two wooden trestles), grain elevators and numerous other structures in the town, including the historic former Soo Line depot, which had recently been undergoing restoration (seen at **right** in September). The destroyed station sat adjacent to the large cottonwood tree near the burned out and stranded DMVW train (**above**). See story **page 26** for more.

ROZ MILLER



Canadian Pacific Vintage Tours

Canadian Pacific has restored two F7A's and eight heavyweight passenger cars for service on their new Vintage Tours program, along with occassional business train duties. Numbered 1400 and 1401, the F-units will haul the *Royal Canadian Pacific* on a series of scheduled and charter excursions beginning this spring. The signature journey for the train will be a six-day trip from Calgary to Golden, through the Columbia River Valley to Crowsnest Pass, then north to Calgary via Lethbridge. The vintage passenger cars were built between 1916 and 1929, and will be based in Calgary. The fleet was seen in test service on July 25, 1999, passing through Frank, Alberta. The Frank Slide dominates the background.

Additional RAILNEWS appear on pages 44-45.

1999 ALONG THE RAILS

A look back at a year in railroading as the 20th Century draws to a close

DICK JAMES

BRUCE SCHWIERSKE

GEORGE W. HAMLIN

SCENES & EVENTS MARK THE YEAR

BIG EVENTS AND EVERYDAY RAILROADING — both made their mark in 1999, and both share the spotlight as we look back at the year. Unquestionably the biggest railfan event last year was the California State Railroad Museum's Railfair, held June 18th-27th, which gathered together a magnificent collection of steam and diesel power. Southern Pacific Daylight No.4449 was among the participants,running along the Feather River in Poe, California, on June 14th, on its ferry move to the festivities (above)**. With significantly less fanfare, but no less importance, Kansas City Southern goes about its business as an eastbound freight, led by rebuilt SD40-3 No.606, rumbles across the joint road-and-rail bridge over the Mississippi River at Vicksburg, Mississippi, in November** (above right)**. Trains, of course, run through all manner of weather. Sometimes, nature makes it a challenge to document that fact, other times, it cooperates, as here with the sun popping through the clouds to cast a golden glow on a westbound BNSF freight in Sandpoint, Idaho, on September 25th** (right)**.**

Photo Line 1

TERRY LaFRANCE

JEFF J. BRAY

JEFF BROUSE

OLD NAMES IN NEW PLACES

1999 WAS A YEAR OF EXPANSION for several railroads. CSX and Norfolk Southern grew their systems through the June 1st take-over of Conrail, and Amtrak introduced two new trains, returning rail passenger service to cities that had been without it for 20 years. The *Kentucky Cardinal* added the Louisville area back to the system, and the Oklahoma City-Fort Worth *Heartland Flyer* gave Oklahoma its first service since the *Lone Star* was discontinued in 1979. A press run on June 14th — the day before the start of regular service — prepares to depart the Oklahoma City station behind a pair of P40s (top). **Conrail's scenic Boston Line became CSX's, with a trio of former Conrail C40-8W's rolling train Q420 through West Warren, Massachusetts on October 30th** (above). **NS, meanwhile, inherited the famous Pennsylvania Railroad main line. A westbound rolls through Cassandra in October, flying the flags of owners old and new** (left).

1999 1999 1999 1

J.M BOBEL

SURVIVORS

WHILE THERE WAS PLENTY of new power seen along the rails in 1999, more than a few noteworthy veterans were still at work. A quintet of LTV Mining's F9s, in perfect A-B-B-B-A formation, leads a train of Minnesota iron ore out of Cramer Tunnel on August 25th. A January 1997 wreck thinned the F's ranks at LTV, but three A-units and four B's are still on the roster (above)**. Still plugging away after 52 years, DeKalb Agri's Baldwin DS-4-4 No.103, a former Detroit Terminal unit, rests up between runs at DeKalb's Waterloo, Indiana, facility on September 18th** (right)**. The Western Maryland Scenic Railroad keeps the WM name and spirit alive with tourist trains, and occassional charter photo freights. On January 16, 1999, WMSR No.734 (a former Lake Superior & Ishpeming 2-8-0 leads one such photo freight at Sunnyside, Maryland** (below)**.**

J.P. BAUKUS JR.

ALEX MAYES

SANDY BURTON

EAST, WEST & IN BETWEEN

THE U.S.'s SCENIC CHARMS hardly stop at the borders of the "lower 48." Alaska Railroad GP38-2 No.2008 hauls a trainload of passengers along Turnagain Arm near Portage on June 9th (above). **Iowa Traction's nearly 80-year-old motors still earn their keep in the heartland, providing electric freight service over the railroad's 10 miles of track between Mason City and Clear Lake Junction, Iowa. Nos. 54 & 51 are at work at Clear Lake Junction on May 27th** (right). **Back east, Amtrak's E60s still held forth hauling the long-distance trains on the Northeast Corridor, but that's due to change once the arrival of new HHL electric locomotives frees up enough AEM7s to handle such chores. No.610 guides train No.89, the Florida-bound *Silver Palm* through the interlocking at Zoo Tower in Philadelphia, Pennsylvania, on March 20th** (below).

DON MARENZI

BRUCE BARRY

Photo Line

1999 Along the Rails

JOE GREENSTEIN

ELROND LAWRENCE

MANY FORMS OF MOTIVE POWER

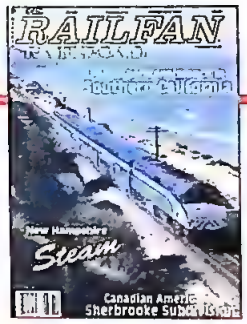
STEAM, DIESEL AND ELECTRIC POWER all had a place in railroading in 1999. Amtrak's trusty AEM7s continued to rack up the miles in Northeast Corridor service. *Northeast Direct* train No.145 crosses the magnificent Hell Gate Bridge into Astoria, Queens, behind one of the 7000-horsepower motors on March 8th (above). **One of railroading's older faces meets one of its newest in Fullerton, California, on January 12th as Amtrak California F59PHI No.462 pushes a *San Diegan* out of the station just as Santa Fe 4-8-4 No.3751 steams into town with a stack train — earning its keep while en route to its new home base at Amtrak's Redondo Junction roundhouse** (left). **On July 7th, Wisconsin Central FP45 No.6653 leads an eastbound out of New Brighton, Minnesota, hauling interchange traffic from Minnesota Commercial Railway** (below).

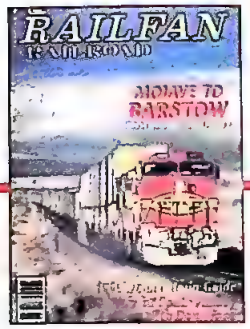
DALE WOODLAND

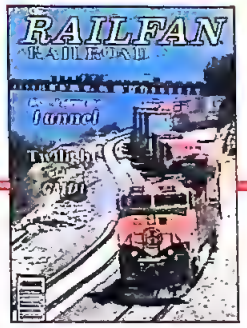
Photo Line 1

1999 Along the Rails

99 1999 1999 1999 19 99







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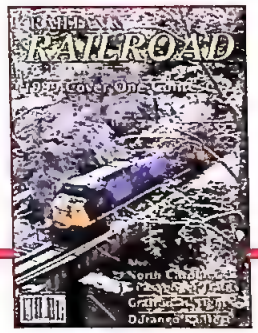

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DART extends Park Lane line, May99 60
Detroit peoplemover still partially Sep99 58
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Fort Worth rail construction begins, Oct99 67
Fort Worth trolley service proposed, Jul99 59
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Golden Gate Park streetcar line studied, Aug99 59
Headways increased on Baltimore's light rail, Aug99 59
Hudson-Bergen line progresses, Oct99 66
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L.A. light rail moratorium, Feb99 58
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LIRR gets dual-mode locomotives, Mar99 59
Louisville rapid transit plans move ahead, Feb99 59
MARTA developing communities, Apr99 54
Metra electric plans major capital upgrade, Sep99 58
Metrolink begins reverse commuting, Jul99 58
MetroLink expands to St. Clair, Oct99 66
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Metro-North sets on-time record, Mar99 59
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Metrorail shuttles to Redskins games, May99 58
Minnesota edges toward light rail, Nov99 67
Minnesota Transportation Museum restores PCC, Sep99 58
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Pasadena Line gets new life, May99 58
PATH wins Outstanding Achievement Award, May99 58
Perley Thomas car to San Francisco, Feb99 58
Pittsburgh contract for Overbrook line, Jan99 58
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Plans for MARC expansion, Nov99 67
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Portland considers two extensions, Feb99 58
Portland light rail station dedicated, Aug99 58
Portland light rail to the airport, Apr99 54
Portland West Side Line opens, Mar99 58
Proposition A kills subways? Dec99 67
Red Line completed in Washington, Jan99 58
Rockhill Trolley Museum builds bucket car, Jan99 59
Sales tax proposal rejected for NWP, Jun99 58
Seattle discusses light rail, Oct99 66
Seattle tunnel to get rail service, Sep99 59
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Washington Metro redecorates car interiors, Jul99 58
Williamsburg Bridge closes for repairs, Jul99 59
Transportacion Ferroviaria Mexicana:
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"California Steamin'," Oct99 6
Double-tracks C&NW main line, Mar99 24
Expands yard in Texas, Apr99 26
Inspection train in New Mexico, Jun99 29
"Is this America's best rest stop?" Feb99 62
"The J Lends a Hand," May99 24
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"On the Road," May99 40
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"Railfanning the Rectangle," Dec99 34
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United Railroad Historical Society of New Jersey:
"All the Way to Cape May," Mar99 64
United States Army:
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United States Postal Service:
"Streamlined Stamps," May99 8
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Vermont Railway:
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VIA Rail Canada:
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"The Last *Atlantic Limited*," Oct99 64
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Above Southern California Rails, Pentrex, Jul99 56
Best of Union Pacific: Super Railroad, Green Frog Productions, Nov99 25
Boston & Maine, Green Frog Productions, Aug99 52
CN: Autumn on the York & Kingston Subs, G. Train Video, Sep99 23
Coaster, Pentrex, Feb99 56
Conrail's Spectacular River Line, Big "E" Productions, Apr99 49
Great Shortlines West, Charles Smiley Presents, Apr99 48
Hot Rails Through the Twin Cities, Pentrex, Oct99 24
If It's Tuesday, This Must be Punxatawney, Goodheart Productions, Dec99 22
New York & Atlantic Railway, Hi-Iron Video, Jun99 21
North Coast Limited Crossing Stampede Pass, Sunday River Productions, May99 52
Northwestern Pacific, Vol. 1, Machines of Iron, Apr99 49
NS Over the Kenova & Pocahontas, G. Train Video, Aug99 52
Official 1998 NRHS Convention Video, Hot Rail, Aug99 56
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Ozark Country Cab Ride, Pentrex, May99 57
Pacific Electric, Vol. 2, Catenary Video, Apr99 47
Pittsburgh Line Blues, Pentrex, Aug99 56
Prairie Rails, Horron Rail Video, Jan99 51
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Steam on the Northern Pacific, Green Frog, Oct99 24
Steam on the Wisconsin Central, Goodheart Productions, Jul99 55
Surf Line Commuters, Valhalla Video Productions, Oct99 25
Trains of Horseshoe Curve, Big "E" Productions, Jul99 57
Union Pacific's Mighty Turbines, Pentrex, Oct99 25
Vanishing World Steam, Goodheart Productions, Aug99 56
Vintage Daylight, Goodheart Productions, Nov99 26
War Trains, Galloping Pictures, Nov99 25
Western Pacific, The Last Decade, Charles Smiley Presents, Dec99 24
Wisconsin & Southern, Plets Express, May99 56
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Offers Pullman Indian Tree china, Jan99 50
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"Western Maryland Winter Spectacular," May99 6
Western New York Railway Historical Society:
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Western Railway Museum:
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Wheelihan, Jack ("Warm Water"):
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Joint excursion with Ohio Central, Aug99 29
Whetstone Valley Railroad Historical Society:
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White Mountain Central Railroad:
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White, Ervin:
"It Was Grand at the Canyon," Jan99 6
"Widening the Funnel," Jul99 30
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Charters two SEPTA PCC's May99 59
Holds excursion on West Chester Jul99 28
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Runs MicroSoft special, Feb99 28
Shares track with WC, Mar99 24
Wisconsin Central:
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FRANK KELLER

DON KALKMAN

CLASSIC SCHEMES SOLDIER ON

WHILE MANY CLASSIC names and paint schemes have faded into history, a few old favorites could still be found in 1999. Despite its folding into Southern Pacific in 1988 and the subsequent swallowing of SP by Union Pacific, Rio Grande-painted power still exists. Throughout 1999, DRGW power congregated at Helper, Utah, the helper base for Soldier Summit. On March 12th, a trio of DRGW SD40T-2s is ready to go to work (above)**. The fallen flag paint jobs on Chicago & North Western Dash8-40C No.8526 and another Rio Grande tunnel motor aren't the only noteworthy elements of railroading's past in this September 22nd scene at Brighton Park, Illinois. The semaphore signals guarding the crossing are also living on borrowed time, with replacement due in 2000** (left)**. Metro-North surprised fans by painting a pair of FL9s in New York Central lightning stripes in honor of the 150th anniversary of the Hudson River Railroad. No.2013 poses with sisters at the Harmon, New York, shops on October 16th** (below)**.**

JOE CALIST

RICHARD P. REIFF

GEORGE S. PITARYS

Photo Line

1999 Along the Rails

PASSENGERS RIDE THE RAILS

1999 MIGHT WELL BE SEEN as a turning point for Amtrak, with passenger counts up and new mail and express business helping the railroad toward its goal of operating self-sufficiency by 2003. Canada's VIA Rail, too, had a good year. Amtrak California F59PHI No.451 leads a *San Diegan* train along the former Santa Fe Surf Line near Del Mar, California, on April 18th (top). **In 2000, the *San Diegans* will receive new equipment and be re-christened *Pacific Surfliners*. VIA's train No.14, the Montreal-Halifax *Ocean*, pauses at Campbellton, New Brunswick, on September 30, 1999, with F40 No.6450 in charge** (above). **Amtrak's *Texas Eagle*, threatened with extinction in 1997, found popular and political support which both saved the train and increased its frequency from tri- to quad-weekly. In 1999, it often ran with two or three of the "Pepsi can"-painted P32s, as here departing Dallas, Texas, with Nos.511, 503 and 518 on April 8th** (right). **The P32s are currently losing the unique livery in favor of the standard "Northeast**

S.J. PATTISON

FREIGHT PAYS THE BILLS

EXCEPTING, OF COURSE, AMTRAK, tourist lines and commuter carriers, it's freight traffic that pays the bills and polishes the rails. Railroads large and small all make their mark on interstate — and even global — commerce. On June 14th, a pair of BNSF SD70MAC's crest the recently reduced grade near Firth, Nebraska, with a coal train. The railroad decreased the grade between Lincoln and Kansas City by building a huge cut adjacent to the old alignment (on embankment at far right of photo), thus ending the use of helpers out of Lincoln (left)**. Coal equals cash for the railroads, who excel at hauling such bulk commodities. That's evident on CSX's former Clinchfield lines, where a steady stream of loaded and empty hoppers roll by. On April 24, 1999, a pair of AC4400CW's pass through Forest City, North Carolina, bringing empties back to the mines** (below)**. Short lines and regionals play a role, too. Tacoma Rail GP20s make their way through Centralia, Washington, on former Milwaukee trackage on April 20th** (bottom)**.**

MARK BESS

JAMES W. GUFFEY

MICHAEL D. SAWYER

AN EVER-CHANGING INDUSTRY

IN 1999, LIKE EVERY OTHER YEAR, a steady stream of changes occurred throughout the industry. Names, paint, equipment, structures and trackage sometimes disappearing forever, sometimes rising from the dead and coming back stronger than before. A multi-year, multi-million dollar restoration of New York City's venerable Grand Central Terminal was completed in 1999, revitalizing the 86-year-old Beaux Arts landmark with improved access and a thorough cleaning of the famous "zodiac" ceiling in the main concourse (right). With the completion of repairs to the swing bridge over Cape May Canal, passenger trains returned to Cape May, New Jersey, in 1999. Cape May Seashore Lines runs over 13 miles of trackage from Cape May Court House to Cape May proper, with future plans including restoration of service north to Tuckahoe and a connection with NJ Transit's Atlantic City line at Winslow Junction. An RDC crosses the Canal on June 24th (below). Illinois Central lost its independence in 1999 and became a part of the Canadian National system with the Surface Transportation Board's approval of their merger. On October 21st, an IC grain train crosses the Rock River Bridge in Rockford, Illinois, with SD40-2 No.6141 and SD70 No.1031 for power (bottom).

MIKE DEL VECCHIO

FRANK POWELL

Photo Line 1

1999 Along the Rails

JAMES BOEGER

1999 19 99

R L EASTWOOD JR

PETE SWANSON

ONE EYE ON THE FUTURE, ONE ON THE PAST

CELEBRATING THE CENTURY: Amtrak and the United States Postal Service teamed up in 1999 for the "Celebrate the Century Express," a rolling display of the post office's role in history. With specially-painted Amtrak P42 No.100 in charge, the train passes the Merion Station, Pennsylvania, depot, on November 1st, en route to its last stop of the year, in Richmond, Virginia (above). **If approved by regulators, the new century might see BNSF and Canadian National merge to form the North American Railway. Locomotives of the would-be suitors pose at Conrail's (now Norfolk Southern's) Frontier Yard in Buffalo, New York, on May 1st** (left). **And our last view of 1999 finds power from BNSF and CSX hunkered down in Idaho's Hauser Yard for the precautionary "Y2K" shutdown at 10:20 p.m. on December 31, 1999** (below). **No disaster would occur at midnight, and trains would roll again in just a few hours. Welcome to the year 2000!**

BRUCE KELLY

At Work on the Pacific Harbor Line

Keeping rail and boat traffic fluid at the Ports of Los Angeles and Long Beach

by Dave Crammer

PHOTOS BY THE AUTHOR EXCEPT AS NOTED

TO UNDERSTAND the operations on a railroad, it is important to not only know the what and the how, but also the why. Anacostia Pacific's Pacific Harbor Line now handles all of the rail coordination involving both the ports of Los Angeles and Long Beach. When PHL replaced the Harbor Belt Line in February 1998, it took over the previously separate duties of dispatching the trains that enter the joint port area. Long Beach had been monitored from the old firehouse next to Metropolitan Stevedore which was named the ROCC (Rail Operations Control Center) and referred to as "The Rock." The Port of L.A. was conrolled from either the Harbor Belt's Pier A Yard or, after hours, from Dolores Yard. The way it is run now is an example of how the concept of yard limits can be utilized on a wide scale to control rail traffic.

With frequent switching moves related to the Ports, it would be overly burdensome to have switch crews speak to the dispatcher every time they needed to cross the main and access another yard track. Instead the yard limit rule was put into effect everywhere except Badger Bridge, which is a manual interlocking, and West Thenard.

"Yard limit rule" is sort of a misnomer because it sounds like it is equated with just the physical limits of the yard, but that's far from the truth. In fact the yard limit rule is only applicable on the main track, and the main track, by definition, is never part of the yard. (The main track is a length of track extending between stations and through yards.) The rule is safely and clearly applied — in the PHL timetable, every one of the five subdivisions shows a "Y," meaning yard limits, and at each station in the timetable under special instructions is Rule 6.13: "(Yard Limits) is in effect on all main tracks within Pacific Harbor Line trackage except within manual and interlocking limits." By making all moves at reduced speed everyone is protected by being able to stop within "half the range of vision."

Coupled with the Yard Limit Rule is another special instruction that keeps the railroad moving safely. This states that "before entering Pacific Harbor Line trackage, all trains and engines must contact the Badger Bridge assistant trainmaster and obtain authority, routing or other instructions."

At Work on the PHL

At 7:00 a.m., Joe Suarez takes over as ATM (assistant trainmaster) on the Badger Avenue Bridge. Actually, in addition to ATM, he is also a control operator, dispatcher, yardmaster and bridge operator. On the turnover report, he learns that — according to Wardell Wenzell at Dolores — Union Pacific has one train scheduled to come down at 6:00 p.m., the 1GSAP10 for APL's Global Gateway South facility on Terminal Island. Larry Thompson and BNSF's Watson Yard has sent notification that BNSF will have four moves for the Harbor, pulling stacks out of Maersk (Pier J Long Beach) at 7:00 a.m., the Pasha Shuttle at 9:00 a.m., a bare table (empty flats transfer) to PCT (Pacific Container Terminal on Pier J Long Beach) also at 9:00 and at 12:01 p.m. That last notation includes a question mark and the explanation, "deliver 60 box cars to the SP at Long Beach if the SP will take them . . . The SP has been storing stacks at Long Beach yard and has been refusing to take the box cars." Under the heading "notes" are the following:

- Notify train crews that distant signal has been removed on Alameda Sub eastbound before Long Beach Junction.
- trains "stop and proceed" at Harbor Boulevard on the San Pedro Sub.
- 10 m.p.h. speed limit between Mc Farland and MP 504.
- 5 m.p.h. speed limit west of 6th Street in San Pedro.
- no "HOLD THE MAIN" authority, except for PHL jobs

Joe previously worked at the ROCC, and before that for Mitsui, so he is familiar with the territory he is controlling. The new office sits on the main land side of the rail drawbridge, which remains in the raised position until a train requires its closing, since its clearance is only about eight feet off of the water and boats have the right of way. By contrast, the Terminal Island freeway bridge (Commodore Hein Bridge), run by CalTrans, has a 40-foot clearance.

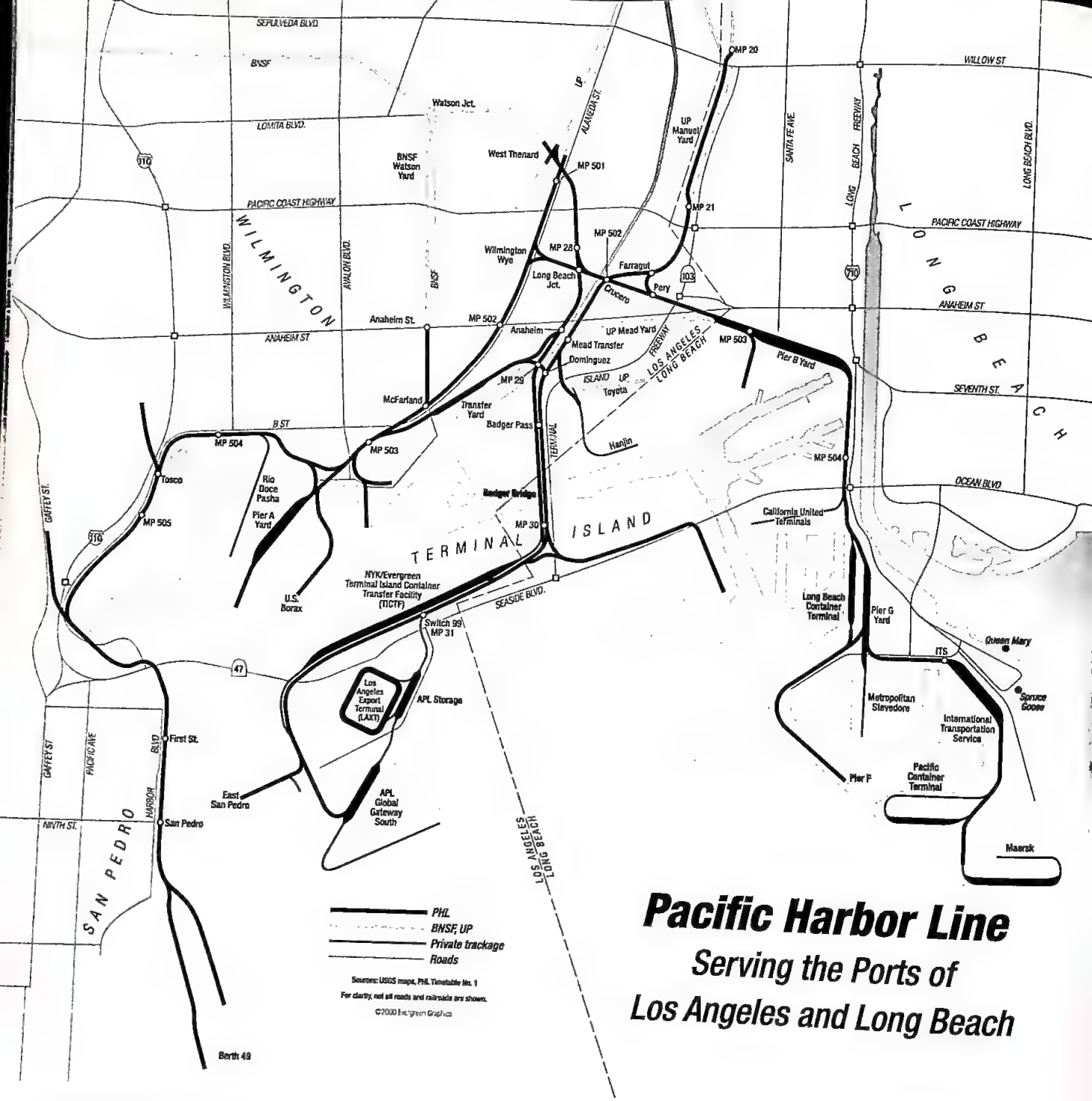
Inside, the office is equipped almost like a home-away-from-home, providing the operator with a bathroom, locker room, refrigerator, microwave and sink. Once ensconced, he or she can take care of just about any need without having to leave the station. There are four dispatchers who are qualified to work the bridge. These are for the day, evening and graveyard shifts with the fourth serving as a float to relieve on days off. Once a month they cover a six-day week and on a second week perform their "field day." This gives them two five-day weeks and two six-day weeks.

The "field day," which each operator spends riding with a crew to become familiar with the territory, is important since acting as a yardmaster requires the operators to know exactly what is involved when giving intructions to train crews. This is especially important if a crew new to the territory is involved, and the operator must be able to instruct them, taking into account all of the subtle nuances of Port operations. It also provides a chance for the crews to become acquainted with the bridge operator and visa versa. On one of his previous field days, Joe spent the day riding with the PHL 6:00 a.m. switch crew.

It is also a learning experience since, on one trip, the crew had to wait for 45 minutes when the wrong security guard showed up to open a gate at a terminal and another one had to be sent with the correct key. Finally, entering the yard, they discovered no one was on hand to provide the spotting instructions for the two cars, leaving it up to the discretion of the crew. Upon returning to the yard, the customer's foreman was already waiting to send them back and respot the cars. This may sound like a major screw-up, but instead became a learning experience for Joe as well as the crew regarding what questions to ask next time and to make arrangements for the security guard with the proper key to be waiting.

On another occasion he ventured into the familiar territory he and fellow ATM Margaret Ambrose were responsible for when working the ROCC. This time he rode with BNSF ATM Warren Wenzel in his truck, arriving ahead of a train to switch at Maersk. Again this

CARRYING THE RAILS OF THE PACIFIC HARBOR LINE between the mainland and Terminal Island, the Badger Bridge is a key link in the PHL's operations. This January 1999 view looks toward Long Beach (opposite top). **With former Southern Pacific SD45-2 No.7446 paused outside of her office at the Badger Bridge, ATM/dispatcher/bridge tender Margaret Ambrose delivers a set of new Pacific Harbor Line employee timetables to a Union Pacific crew** (opposite bottom). **A May 1998 scene shows the PHL's Badger Bridge in the raised position. With substantial boat traffic on the waterway, the bridge remains raised until a train approaches** (above).



Pacific Harbor Line

Serving the Ports of Los Angeles and Long Beach

necessitated getting gates open for the train and the accompanying security guard. (While a detailed analysis is beyond the scope of this "operations diary" article, there is extensive new track work being placed at Long Beach, which will allow trains to bypass yards, entering them through spurs and making the railroad more efficient.)

Bridge Operations

As well as learning how the tracks and switches operate in the territory he governs, Joe, and all of the other bridge operators, had to be trained in bridge operations by the Coast Guard. One key aspect of this training is that, in most situations, boats have the right of way. This is important because, depending on the tide stage, the clearance under the bridge can vary between ten and four feet, and tugboats, especially those with barges, are difficult to stop.

Tugs will call ahead of time so rail traffic can be halted, and boat traffic can go right through. In a scenario where a tug calls and says it will be there in about 20 minutes and a train calls from APL and says it will also be there in 20 minutes, he may tell the train to call when it is ready to depart. It then becomes a judgement call. If the train is coming from the island where there are no road crossings that will be blocked, he may simply have it wait. If the train is coming from the mainland and the tug hasn't been spotted yet, he may bring the train ahead to avoid blocking Henry Ford Drive. If he does spot the tug, even if the train is only two minutes away, the tug will get the green light.

The Badger Bridge used to be named the Henry Ford Drawbridge since it sits at the end of Henry Ford Drive and, indeed, is still listed in the Coast Guard Manuals as "Henry Ford." But, despite the railroad name and the Coast Guard

listing, on the dedication plaque attached to the northeast span the bridge is not named. To further confuse the issue, the bridge is listed as the property of the City of Los Angeles, while the land on both sides belongs to the City of Long Beach.

"Badger Avenue Bridge . . ."

A train crew is calling down on AAR Channel 58. (160.980, used for both ports as the road channel. The various yards have their own frequencies for within their own limits.)

"PHL Badger Avenue Bridge over."

Not only does the ATM have to repeat something to someone who is giving instructions about train or engine movements, but he or she has to require the train crew to do it as well. In order to ensure than everyone understands the instructions, the only sure method is to repeat it.

"Badger Avenue Bridge this is SP 2721 letting you know we are clear of west Thenard."

"SP 2721 is clear of West Thenard . . .Over."

This is simply a switch move intruding briefly on the territory and then out again. Had it been a move to one of the yards such as Global Gateway South, the bridge operator would have entered the information on the computer for billing purposes, since the track through here is considered PHL track. That is the reason that a train calling for permission to enter the territory controlled by the bridge is required to give:

- the unit number
- crew name
- Hours of Service limit (to ensure that they are not forced to leave their train on PHL tracks while a fresh crew is brought down).
- length and tons (for billing purposes, and to make sure they clear any sidings they may have to be directed to).
- destination.

On a typical Saturday there may be as many as 24 moves between unit and switch crews, not including light power moves.

"Badger Avenue Bridge . . . Go ahead, over."

"Two more 101."

"2:00 a.m., one bay. PHL at TICTF."

Sorting through the voices and recognizing the different switch jobs is all part of the job and as the 2:00 a.m. is switching at TICTF (Terminal Island Container Transfer Facility in the Port of Los Angeles shared by both NYK and Evergreen), SP 2638 calls in requesting to make a move from Crucero to Thenard.

"Badger Bridge, out."

"Shove back 102."

Both PHL 102 and SP 2638 are tracked on the train sheet that sits on the desk in front of the radio and, while neither will be entered as a revenue move on the computer, each will be followed across the page. As well as the sheets to track trains, Joe has monitors that watch the water on both sides of the bridge. The monitors can be swiveled and zoomed in and out, in order to better track marine traffic.

On the board facing the water are a series of lights marked 1NA, 2NA, 1SA and 2SA. The number is the track number, and the letters designate South Approach and North Approach. This is the track circuitry past the signals on either side of the bridge. When a train proceeds on a green signal, it will trigger the approach light on the operator's board to red. Once this happens, he bridge cannot be raised — even if a ship is approaching. If the train has not yet passed the signal, the descending bridge can be halted and then raised to its full height of 158 feet.

"SP 7456 clear of limits at SP yard going light to Long Beach Yard to grab a couple of tracks."

"2276 Clear of Crucero."

SP 2127 calls to let the bridge know it is coming out of Dolores and using the Wilmington Wye to Crucero and then traveling to Meade all as light power.

"Badger Bridge . . . Is this the Harbor switcher? Over."

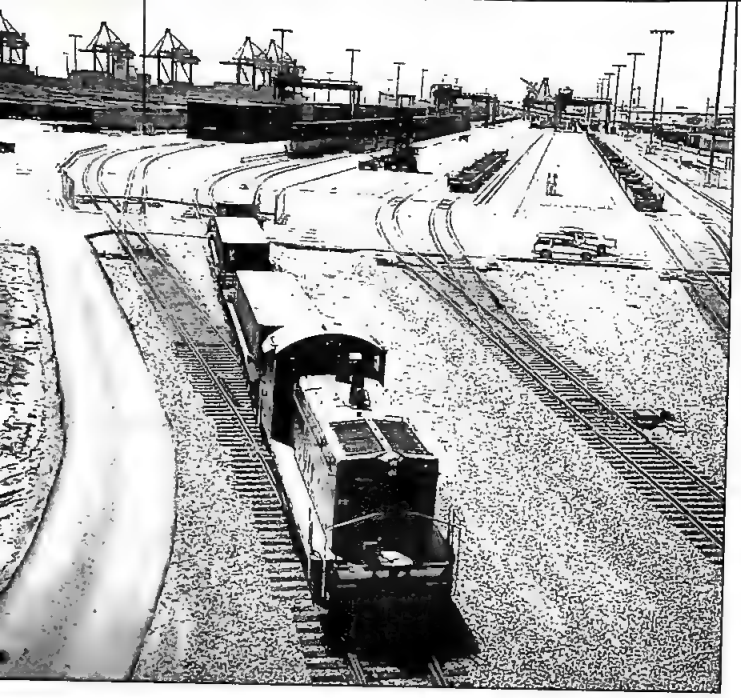
"Yes it is."

Joe sorts through the tangle, recognizing the voice of the conductor and the unit number, since the crews are usually assigned specific power for extended periods. Having ridden the territory, he is aware of all of the moves that the will have to make to travel from Dolores to Mead. He grants No.2127 authority to travel from Dolores to the Wilmington Wye and then on to Mead and tells them to call when they are in the clear at Mead, finishing the transmission with *"Badger Bridge out."*

Filling out the sheet for this specific move when No.2127 calls to say it is clear at Mead, he records the time and then with a yellow highlighter, illuminates the arrows marking the territory it has passed through demonstrating a completion of the move. When No.2127 is ready to depart Mead under new authority, he will need to start a completely new line and again trace its progress. The sheet covers all of the movements in the ports from midnight to midnight and any movements not completed are transferred to the next day's sheet or signed off with the end time such as "0053". Divided into five subdivisions it charts the progress of trains across:

- Manuel
- Alameda
- San Pedro

A UNION PACIFIC STACK TRAIN, heading toward the main land from Terminal Island, crosses the Badger Bridge with former Missouri Pacific GP38-2 No.2127 in charge.



- Long Beach
- McFarland

A train may travel from the Wilmington Wye to milepost 504 on the San Pedro Subdivision and, of course, listening on the radio to conversations between crews, it is possible to get a feel for what their upcoming moves may be. It's sort of like a giant puzzle in time. Through the ether, Joe overhears the 2:00 p.m. job at TICTF call the APL yard about spotting cars in their yard, which means afterwards they will be picking up and heading towards the bridge.

At 1:45 p.m. he starts to call the various yards that surround the ports to see what they have planned for his relief on the afternoon shift. Rick Evans is now on duty for the UP at Dolores, and lets him know that UP needs to move cars from TICTF to APL at approximately 4:00 p.m. (1600), pull the GSAP from APL at 6:00 p.m. and at 8:00 p.m. send down light power to pull TICTF. Of course, these are only projected moves and are subject to change, but it will give some indication of what will take place this evening. Don Bryant is on duty at BNSF's Watson Yard and has four moves planned that will need to interact with the bridge.

Joe types them onto the changeover report as:

1. 1500 Pasha shuttle (RDP Terminal)
2. 1500 Lite power return from PCT
3. 2359 Spot 9 empty stacks to PCT
4. ???? Deliver 60 boxcars to the SP at Long Beach if the SP will take them . . . the SP has been storing stacks at Long Beach Yard and has been refusing to take the boxcars.

Shift Change

Margaret Ambrose arrives to take over the evening shift. Margaret also worked at ROCC, running the Operations Control Center. She was the only coordinator at the Port of Long Beach when she came there in 1993 to deal with the increased traffic caused by the opening of the Maersk Yard. She had to set up the weekly schedule for trains, mediate the resulting arguments, and deal with the local yards. The ROCC soon outgrew this single-person type of operation and became a 24-hour-a-day operation run with four rail coordinators working two shifts of 5:00-to-5:00.

Now responsible during her shift for both ports, she picks up the turnover report and gets a briefing from Joe as to what trains are moving. Once all of the details are thoroughly explained, she reads through the log to bring herself up to date after her two days off. Over the desk are the other "bibles" of operation. These include:

- UP Operating manual
- Badger Bridge Operations
- General Orders and Bulletins
- Directors Notes and Bulletins
- PHL Operating Information
- North American Emergency Response Guide Book
- Union Pacific System Timetable
- Rail Operations Manual for Global Gateway South
- Union Pacific Railroad Instructions for Handling Hazardous Materials

While she is going over the reports, there is a loud blast from the highway bridge and, glancing at the monitors, she can see that there is a particularly tall sail boat approaching from the south. Since her bridge is already in the raised position, all she has to do is sit and watch while her neighboring operator places his in the same position. If the lights are not enough of an indication for her, a glance at the ceiling (which is also transparent) will give her an additional view of the rails held in place high above her office.

"Gates locked ITS, going down to check them at PCT." Watson has an ATM in a truck out shepherding a movement involving the light power returning from PCT.

Out on the island, obscured from Margaret's view by fuel tanks and containers, a train is headed towards the bridge with cars out of TICTF that need to be transferred to APL. This is because an earlier train had a combination of cars headed for both Evergreen and APL, and the APL ones still need to be delivered. As she has been catching up over the radio, she has also been listening as the 2:00 p.m. job at TICTF talks to APL's Global Gateway South's control room on the third floor of their administrative building about spotting cars in their yard. She hears them mention that after they are through, they will be headed towards the bridge. Because of the length of the cars, they will have to cross over the bridge to clear the switch and back down into APL. This is SP No.7401 with Jack Canzoneri at the throttle with 4800 feet of cars and power and 4000 tons. She watches across the water as the SP units appear, but two tugboats with their huge tire bumpers have first shot at the bridge. Jack must wait behind the signal.

An important rule regarding signals bears mentioning here. As a control operator, by rule, the ATM can never tell anyone the name, aspect, or position of a fixed signal. There might be a day when it is real foggy and visibility is bad and someone who is aligned across the bridge calls and says, "Hey we can't see, do we have the signal?" The operator cannot tell them anything about the signal. The only people who can talk about the signal is between members of the same crew (only in an emergency to warn somebody can you

MIKE RAYMOND

discuss it). The intent, of course, is to prevent potentially dangerous communication errors from occurring.

With the boat finally cleared, Margaret gives the train authority to proceed eastward on the No.1 main from TICTF to Long Beach junction and then cross over from the No.1 main to No.2 and MP 30 and onto APL. Checking to make sure no ships are headed her way from either direction, she blows the horn and turns the knob to lower the span, watching through the ceiling as it descends. The horn button is next to key, and she holds it down for four or five seconds. The rule used to be to give three blasts, but this was later changed since the horn signal for "clear" is two longs and one short and it was felt that this might be confusing to the boats. As the span silently falls into place, the lights on the lower left of the panel light up:

- NW span lock
- NE span lock
- SW span lock
- SE span lock

Once locked, she gives the train a green signal, and it proceeds onto the bridge. As it crosses with its containers, a racing scull passes under the eight-foot clearance headed back to San Pedro. There are some water borne movements that can allow both bridge and water traffic at the same time. The crew pulls forward to clear the switch and then backs to APL. She turns the second knob from the left on the bottom of the panel and the span raises to make sure the channel is again passable for boats. Meanwhile, the train has cleared the switch which would allow another train access to TICTF while they dropped off the cars at APL. Once finished with this, they can again pull out with the APL cars that will be headed east. Over the radio she can listen to them working.

"Four bays 2:00 p.m. dock."

(In the field, radio communications are not as structured as when speaking to an operator, and there are exceptions made for switching operations within a yard where you are not required to say "over" and "out" every time. Once the crew member has made the initial transmission and he has met the requirements of proper identification, short comments are permissible by rules so a yard can effectively switched.)

"Two bays 2:00 p.m. dock."

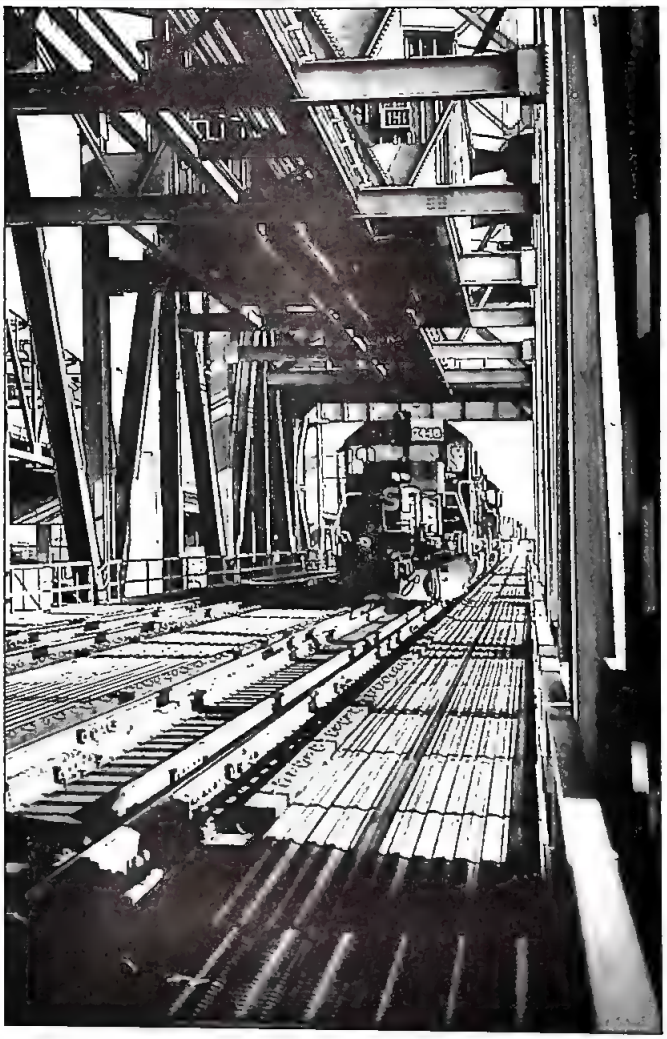
"One bay 2:00 p.m. dock."

"That'l do 2:00 p.m. dock."

Once they've cleared switch 99, they call Margaret and she informs them that with no other trains headed in their direction, she will let them keep their track authority and, after thanking her, they let her know they will be going light back over to TICTF which entails an eastward move from APL on No.2 track to milpody 30, cross over to No.1, make a reverse move and go to TICTF.

Once again she checks the monitors and then the horn blows, the knob turns, and the span descends. That is how it works to get trains on and off the island. As they approach, she is also giving permission for a BNSF move towards San Pedro, Pacific Harbor Line is making a move, and there is a train headed out of Maersk. Looking at the PHL timetable map which is taped against the glass facing the island, she fixes their location in her mind as she records it all on the chart.

And so it goes on a busy Port railroad that has found a safe and efficient way operate a large number of trains, keeping commerce moving both on the waterways and the rails.



PACIFIC HARBOR LINE No.9378, a former Conrail SW1200, switches the Global Gateway South APL yard on Terminal Island (opposite top). **PHL maintains a fleet of ten of its own locomotives for switching chores, including a group of four SD18s. One of them, No.41, shows off the line's current paint scheme in November 1999** (opposite bottom). **Former Southern Pacific power brings a Union Pacific train out of Terminal Island Container Transfer Facility and across the Badger Bridge in May 1998** (above). **A September 1997 overall view of Terminal Island, looking toward the Port of Los Angeles, shows the Badger Bridge on the far right side** (opposite bottom).

ROBERT S. KAPLAN

VRE Bi-Levels Arrive

Virginia Railway Express' new Kawasaki-built bi-level coaches have arrived. The carrier, which provides service between Washington, D.C., and Northern Virginia suburbs on lines to Manassas and Fredericksburg, was able to piggyback an order for 13 cars onto an exisiting Maryland Transit Authority order for 50 of the same cars for its MARC routes. The VRE cars will increase capacity and allow the retirement of the 1950s-era equipment it had been using (demotored and rebuilt former Boston & Maine Budd RDC's). A special train on January 22, 2000, showed off the cars in Brooke, Virginia, on the Fredericksburg Line.

Nearing the End

Canadian Pacific-owned Soo Line is planning to retire the last of its unrebuilt high-hood GP9s. Three remain on the roster, including No.402. Part of a 15-unit order constructed by EMD for Soo beginning in 1954, they are among the last first-generation, unmodified (except for updated braking systems and ditch lights) locomotives in service on any Class One railroad. Nos.402 and 405 have seen frequent use in the Twin Cities area, performing transfers, yard-switching duties and working the Newport scrap job. No.402 was photographed in St. Paul Yard on January 20, 2000.

DOUG WOOTEN

BRADLEY McCLELLAND

New MAC's Arriving

CSX is currently taking delivery of a group of 50 SD70MAC's from General Motors Locomotive Group. When the order is completed, CSX will have 80 of the units (including 15 from Conrail, and 25 from their first order in 1997). No.754 is seen on former Baltimore & Ohio rails in Miamisburg, Ohio, during mid-January 2000, on its first run. The locomotives are being built at GMLG's London, Ontario, plant.

Railnews

This month's top stories and photos

JAMES L. SHAW

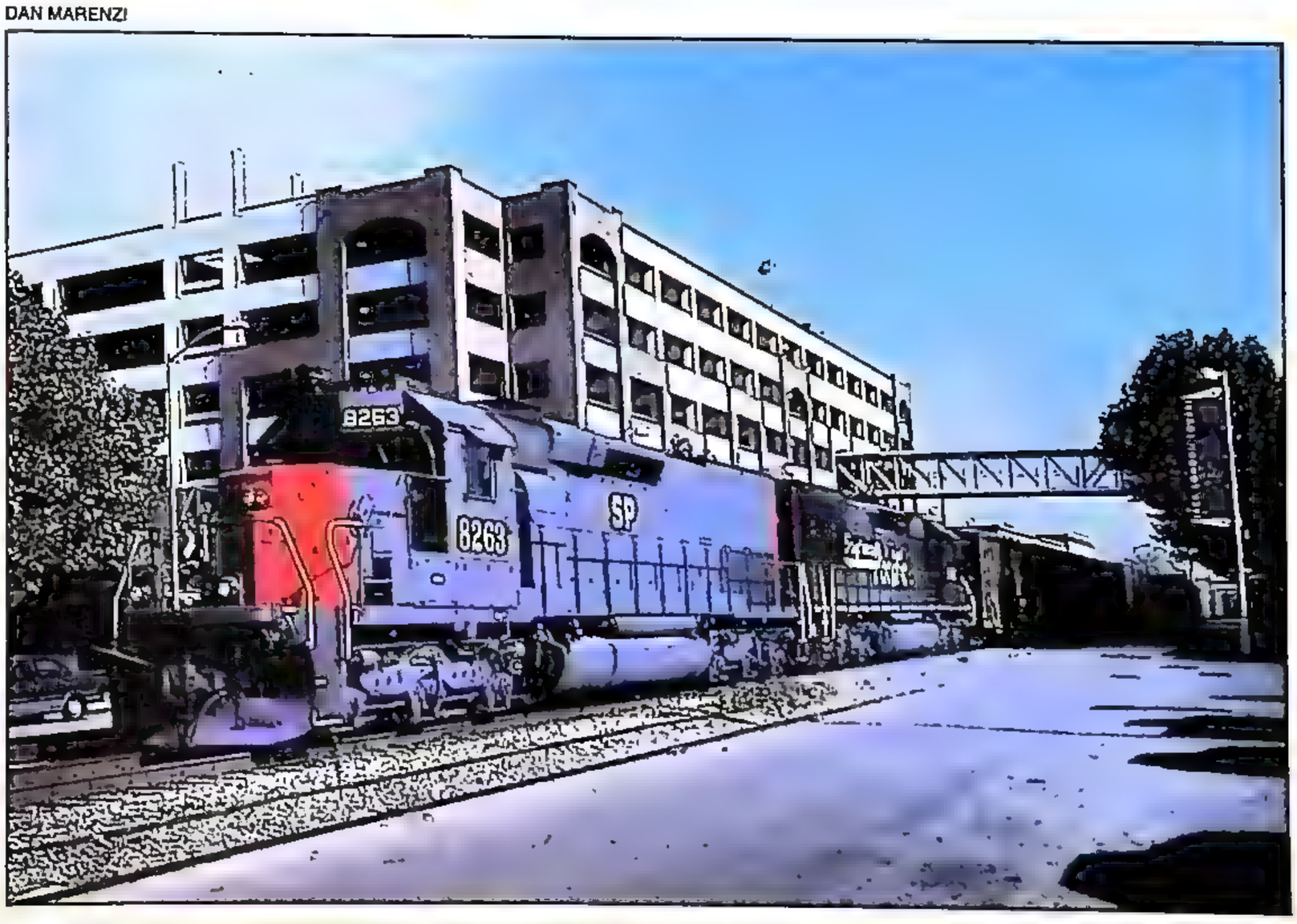
New Port Paint

There's no mistaking where Rail Link-owned CF7 No.475 works. The Port of Corpus Christi has painted two of the four units assigned by Rail Link to the port's Corpus Christi Terminal Railroad in this colorful scheme. CCTR provides all terminal switching services on about 25 miles of port-owned trackage for BNSF, Tex-Mex Railway and UP. Rail Link is a Genesee & Wyoming company, hence the G&W logo on the side of the nose. No.475 was seen at work in Corpus Christi in December 1999.

Southern Pacific Lives On?

An unofficial "Southern Pacific heritage" paint scheme has been applied to at least five of Union Pacific's former SP 8200-series SD40T-2 tunnel motors as they've been cycled through one of the road's paint shops. Freshly painted No.8263 leads sister 8230 (still in its SP paint) on train MSJRV in Oakland, California, on October 21, 1999. Other units confirmed in "post-SP" SP paint are 8232, 8241, 8261 and 8296. UP states that the non-standard paint job is not an official, systemwide policy.

DAN MARENZI



PIERRE OZORÁK

North to Alaska

Just outshopped from GMLG's London, Ontario, plant, on January 7, 2000, Alaska Railroad SD70 No.4001 awaits its next move west and north for delivery to Alaska. The 4001 is one of a group of 16 locomotives purchased by the railroad to modernize its fleet. Note the interesting detail added to the unit's hood — a series of stars representing the Big Dipper constellation (just above the lettering).

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Special circumstances make the meals special

THIS WRITER'S never-ending search for explanations of what makes a meal taken in a dining car so memorable led recently to a column entitled "Meals in the Train," published in *The Times of London* in the early 1920s. There, an anonymous writer first marvels that, "considering the difficulties, [the meals] are surprisingly sound: usually well cooked, cleanly dished and deftly served by obliging waiters." But, he goes on, "no one would lay hand on heart and swear that in respect of quality meals served in the [dining] cars of long-distance trains were choice food."

He (or she) then sets up this question: Why does the food one eats on the train give more enjoyment than the same food served at home?

The reply: "We have hit, perhaps, on one of the qualities which we bring ourselves to the enjoyment of meals in the train. We bring the sense that we are doing something unusual, and we lend it to the usual food . . . There is always a spice of the adventurous, or at least the unfamiliar, in eating while food and fork and mouth and gastric juices are all sensibly moving at half-a-hundred miles an hour. True, railway restaurant-cars are all very much alike . . . But still, none of them is our own dining room; the plates are not our plates; the spoons are not those we use daily. And the adventure reaches its height when we try to pour our ginger-ale while the train is going over points.

"As we dutifully work [through the meal], the world fleets by us; no real world, but a panorama unrolled for our delectation . . ." Noting that some people like to eat to music, presumably to spare themselves the necessity of talking, the writer opines, "Better than music is the rhythm of the wheels (which men of science declare to be as much our own doing as is the pleasure of railway menus), that rhythm which comes to seem the very tune of the landscape as it circles past our idle, interested eyes . . . And there are the stopping places, always bestowing a thrill which meals in houses cannot give."

And what brings our reverie to an end? Arrival, of course: "Quick! Let us finish . . . and pay the bill and go. After all, is this restaurant-car really as alluring as we thought?"

Dinner Train Updates

For today's rail dining enthusiast, and to offset the pall cast by the March column concerning all that can derail a dinner train operation, four positive developments came recently to light:

Tennessee: The piece about the demise of the *Broadway Dinner Train* brought a letter from Ralcon Wagner of the Tennessee Central Railway Museum, in which he pointed out "While the *Broadway Dinner Train* did indeed cease operation in July 1999, dinner train service has never ended in Nashville. Through the dedicated efforts of TCRM members, an abbreviated version of the former operation continues to operate successfully. Having no connection with the *Broadway*'s owners or managers, financially or otherwise, the new enterprise is called the *Tennessee Central Dinner Train*. The museum's existing equipment adequately serves the purpose. The current operation runs over the same route between Nashville and Old Hickory, Tennessee, using the rails of the Nashville & Eastern Railroad. Little else remains the same, however.

"Several improvements have been made in an effort to boost ridership since the Museum started its dinner train in August of last year. First, the price was trimmed substantially, to $49.95 — a reduction of almost $20 per person. Next, the train's boarding site was moved from the *Broadway's* downtown facility, where parking was limited and almost cost-prohibitive, to the TCRM's compound one mile east, where ample free parking is provided at trackside. Now dinner train patrons can browse the museum and gift shop while waiting to board the train. In addition, a new caterer was chosen to oversee not just menu planning and meal preparation, but the waitstaff as well. Museum volunteers assist with the actual operation, maintenance, and repair of the train.

"Presently the *Tennessee Central Dinner Train* operates on specific dates — Valentine's Day, Easter, Mother's Day and the like — instead of on a regular schedule. Charter and special events runs make up the balance of the train's business. We can seat 144, and accept Visa and MasterCard for reservations."

Here, then, in the RAILFAN & RAILROAD *Guide to Dinner Trains* format, is the newest entry:

Tennessee

Nashville; **Tennessee Central Dinner Train**; Tennessee Central Railway Museum; 220 Willow Street; 615/244-9001; seasonal-occasional schedule offering catered service.

California: A press release dated January 26, 2000, announces "*Shasta Sunset Dinner Train* to Begin Earliest Start Ever." It goes on, "Following two years of growth exceeding 40% annually, the *Shasta Sunset*

PLEASE SEND correspondence concerning ON THE MENU directly to James Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RAILFUN

by CURT KATZ

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NEXT - THE OSHA REPORT ON THE DEATH OF THE LATE STEEL-DRIVER, JOHN HENRY...

Dinner Train anounces earliest ever start for the 2000 season. The *Dinner Train* will begin its fifth year of operation on February 12th . . . and will continue operations through New Year's Eve. President Verline Forbis announced the early start, (adding) 'We are really excited about extending our season to allow more people the opportunity to enjoy our unique north state experience.'

"The newest addition to the ever-expanding fleet of cars is (one) equipped with an upgraded generator and a gift shop. The train will now accommodate up to 240 diners on each journey . . . expanding its capability (for) special occasions such as birthdays, weddings, reunions, and business meetings or conferences."

Jeff Forbis, President of the McCloud Railway Company, operator of the *Shasta Sunset Dinner Train*, attributed the exceptional growth to expanded marketing efforts. "Our advertising now reaches down to Sacramento and into Reno to draw riders," he said. That, plus being possessed of one of America's most spectacular natural scenic wonders — Mount Shasta — for a backdrop, makes this a hard destination restaurant to resist. Contact *Shasta Sunset Dinner Train*; 800/733-2141 or 530/964-2142; *www.mctrain.com*.

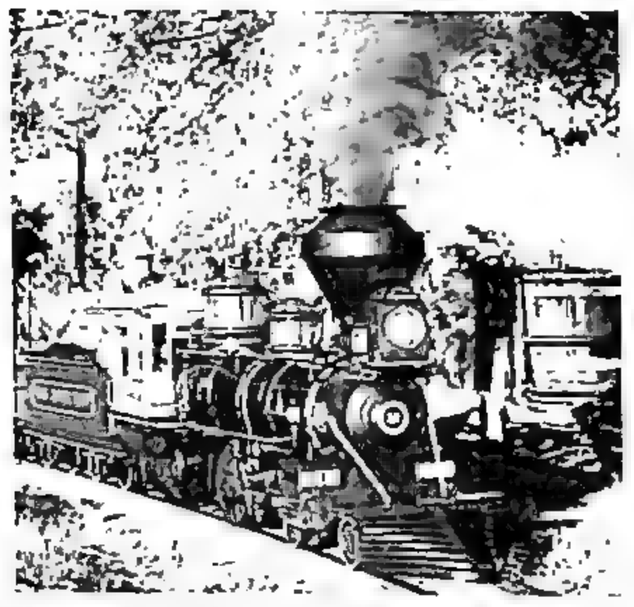
Kentucky: In Bardstown, an historic event! New menus on *My Old Kentucky Dinner Train*. For years *MOKDT*'s unchanging offerings consisted of Black Angus prime rib, Sea Bass or Cornish Hen with Apple Almond Stuffing, and a Vegetarian Manicotti with vegetables or veggie stir fry. Not any more. Now you'll enjoy three different seasonal menus, each with exciting new offerings from Bob Perry, the train's recently added General Manager and Corporate Chef. "Don't forget, I am first a chef," says Perry. "I can't stay out of the kitchen." Thank goodness for that. While the Black Angus Prime Rib au Jus remains — "We'll keep that," Perry says. "It's our most popular item" — on his winter menu, which runs until early May, you can now also choose a Crown Roast of Pork Loin au Lait with Roasted Vegetable Cream Sauce and Rice Pilaf, Salmon in Parchment Paper on a bed of Leeks and Potatoes with Lemon-Dill-Shallot Viniagrette, or Herb Roasted Chicken Breast with Vegetable-Parmesan Risotto. The vegetarian special is Spinach and Mushroom Manicotti in Tomato Sauce. And to celebrate the region's most famous product, for dessert, Bourbon Crême Brulee has been added to the already popular Kentucky Derby Tart, as has a Fruit Cobbler.

In May Perry plans to introduce such entrees as Roast Pork Loin with Fruit Chutney, Crab Cakes, or Chicken-Spinach Roulade with Gethsemanie Cheese Sauce. Contact *My Old Kentucky Dinner Train*; 502/348-7300; *www.ktdinnertrain.com*.

North Carolina: W. James Carter, Jr., wrote to call my attention to the country's newest — operations began December 11, 1999 — year-around dinner train, the *Carolina Dinner Train* out of Aberdeen. The essentials are these: Lunch trains every Saturday and Sunday depart at 12:30 p.m., and dinner trains every Friday and Saturday depart at 7:30 p.m. Lunch is $36.00, and dinner $60.00 (both include transportation, meal and tax, and coffee or tea; other beverages; gratuity is additional). The two-hour lunch and three-hour dinner runs go through the Carolina Sandhills, past Pinehurst's famous beautifully manicured golf courses, and on into the rustic Carolina countryside. The menu changes monthly, and is prepared and served onboard the nicely-restored equipment that once ran as the *Florida Central Dinner Train*. Boarding takes place at 100 West South Street, Aberdeen, North Carolina. For information or reservations, telephone 877/944-RAIL (7245) or 910/944-3040. Visit them on the web at *www.carolinadinnertrain.com*.

FYI: The first (annual?) conference for dinner train operators has now been set for the weekend of April 7-9, 2000, to be held in and around Bardstown, Kentucky. This first conference is a joint effort initiated at the suggestion of several dinner train operators, including Ken Bitten of the *Liberty Limited Dinner Train* and Bob Andrews of the *Newport Dinner Train*, with input from the Railroad Passenger Car Alliance. Plans call for both formal and informal presentations that address common concerns, practices and opportunities, and at least one meal served on board a dinner train (work is under way to arrange two meals in motion). If you already operate a dinner train, plan to operate one in the near future, or are just in the thinking stages, and you want further information on attending, call Bob Perry at *My Old Kentucky Dinner Train*, 502/348-7699 Ext.112 (known dinner train operators should already have received their invitation).

Grand Scales
Quarterly



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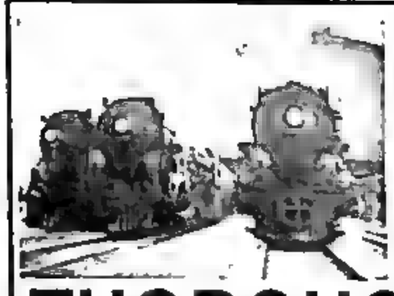

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Camera Bag

Your guide to railfan photography

by JIM BOYD

The history of the Internet

SINCE THE INTERNET is now becoming a major factor in railfanning and the use of railfan photography, let's continue the review of computer basics that we started last month. We concluded that either a PC or Mac will work for most railfan purposes, and it's best to go with the type that you can get local technical and emotional support for. The R&R office uses PC's, while the editors (both ex- and otherwise) all have Mac's at home.

Ever since Al Gore invented the Internet, we have had a tool at our disposal that has revolutionized communications. It can be used for personal exchange of letters and messages or as a research tool of incredible proportion. And the amazing thing about the Internet is that anyone with a computer can go to that base of data — or bullfeathers.

As a demonstration of the power of the Internet, as I begin this text, I know only the most rudimentary story of the Internet. I got "online" in the spring of 1997, and have used the Internet to create my own dive club website (*www.geocities.com/pipeline/reef/1484*) and help R&R set up its website (*www.railfan.com*). I communicate on America Online and Yahoo! and use Netscape Navigator to surf the web. Let's see what my Mac can tell me about the history of the Internet as I sit here. Pull up Netscape and search the keywords "History of Internet." Following websites and links, here's what I found:

In 1962 Dr. J.C.R. Licklider was chosen to head President Eisenhower's Advanced Research Project Agency's quest to link the government's computers together and make them interactive. He encouraged the project to be moved into the realm of the universities to create a "critical mass" of data and knowledge. The concept was to use "Package Switching" (PS) networks to move data in electronic "packages" that traveled independently to their assigned destinations. Whereas a telephone uses one assigned route during any continuous transmission, the PS data moved in a series of self-directing packages, usually by a variety of diverse routes. By 1969, the "ARPANET" was established to link distant computers together at four Western universities. And just to let you know how little things have changed, when the first "LOGIN" was attempted, the system crashed on the letter G.

In 1971 the technique of "E-mail" (Electronic Mail) was developed, and by 1972 the ARPANET was up and running. Things advanced rapidly in the next few years as transfer protocols and computer languages and terms were standardized to let different types of computers "talk" to each other. The Transmission Control Program (TCP) was established in 1974, and the first public Telenet was opened using packet transfer technology. By 1977 the number of web hosts topped 100, and radio and satellite transmission was added to the previously land-line network. In 1979 newsgroups were introduced, where users could chat about all varieties of topics, from scientific to recreational to bedroom sports. *Dungeons & Dragons* games become data rich playgrounds that could be accessed by any computer. The university and scientific communities set up extensive facilities for transfer and storage of files and data.

The quantum leap took place in 1982 with the introduction of the Transmission Control Protocol (TCP) and Internet Protocol (IP) as a standard way of "Internet" communication. TCP/IP is the most common protocol used today to link computers to the Internet. In 1984 the number of host computers exceeded 1000, and domain "name servers" were introduced, changing from addresses like 44.49.7.65 to *www.daylightandberk.com*. On January 24, 1986, Congressman Al Gore, Jr., claimed credit for all of the above, as well as the term "Information Superhighway."

In 1987 there were 5000 host computers, and one year later there were 28,000. By 1989 it was 100,000 and by 1990 300,000! In 1991 the first effective indexing, keyword search and user-friendly interface "search engine" (Gopher) were introduced, along with the establishment of the World-Wide Web (www) system, permitting anyone to search and access the data base "websites." In 1992, with one million host computers, Jean Armour Polly was the first person to use the term "surfing the Internet." (Al Gore, eat your heart out.)

In 1993 Netscape emerged as the most popular web browser, and secured use of credit cards opened the door for Internet sales and commerce. The railfan slide show was changed forever when Pizza Hut began accepting orders over the Internet. In 1995, dial-up services like CompuServe, America Online and Prodigy offered their customers Internet access. In 1996 MicroSoft entered the market, and the "Web Wars" began as competition for customers and search engines kicked into high gear. It's sorta like the railroad mega-merger furor and is continuing to this day. By 1998 there were more than 20 million host computers and over a million websites — including mine.

Well, that brings the capsule history up to date. Next month we'll delve into the ways a typical railfan can access and use the Internet.

Permit me, however, to describe my first practical use of the Internet for a railfan project. I was writing the history of the Alco DL109 for my upcoming Morning Sun book on Alco PA's and needed to verify the source of the nickname "Christine" for the Rock Island's re-engined DL109 621. I'd known since the early 1960s that it was in reference to Christine Jorgensen, the first successful sex change operation. But when did it occur, and how did he/she spell her name? On the Internet I found another history timeline site and learned that American George Jorgensen had surgically become Christine in Denmark in 1952, and the scandalous headlines had come out in 1953 just as the 621 emerged from its own "sex change" from Alco 539 to EMD 567. That name has been applied to nearly every re-engined diesel ever since, but the long-lived Rock Island 621 was the first. But just try to find that in your Funk & Wagnalls. Thank you, Internet.

Lineside Legacy

Preservation and restoration news

by JEFF TERRY

Steam for the WW&F Railway Museum

IN LATE 1999, the Wiscasset, Waterville & Farmington Railway Museum purchased a two-foot gauge 0-4-4T, formerly Edaville No.5, from a private individual. The fully-operable engine joins a stable of 24⊕ gauge equipment, and its purchase caps a banner year for the Alna, Maine, based museum, which has seen everything from rolling stock acquisitions to continued tracklaying along the original WW&F right-of-way. Since its founding eleven years ago, the museum has made tremendous progress towards recreating the storied narrow gauge trains that once were common in that part of the country, and has built a depot and engine house at Sheepscot Station — the current departure point for frequent summer train rides.

The newly-acquired steam locomotive, christened "Wicasset, Waterville & Farmington No.10," was built by Vulcan in 1904 to 30⊕ gauge. It first worked for Underwood, Short & Reeves at Bellview Plantation, Louisiana, then worked for Sterling Sugars and, ultimately, changed hands again in 1930 when it was sold to Westfield Plantation (Revere Sugar), where it was given the number 4 and the name *High Pockets*. No.4 was used by Revere to haul carloads of harvested sugar cane around the spacious Louisiana plantation.

In 1958 the engine was retired by Westfield and sold to the Edaville Railway, which at that time was developing a railroad attraction at the Pleasure Island Amusement Park at Wakefield, Massachusetts (near Boston). Once outfitted with a new boiler and regauged from 30⊕ to 24⊕, the engine was shipped to Pleasure Island and put to work hauling tourists on the "Pleasure Island & Western" loop track alongside Edaville's former Monson 0-4-4T No.3. *High Pockets* was renumbered 5 by Edaville, as they already had another two-foot gauge engine numbered 4 on the roster.

After ten years of service at Wakefield, the No.5 left Pleasure Island for South Carver, where it was put into storage. The little engine was really too small to pull long trains around the cranberry bogs, so it sat unused up until the Edaville closed in 1992, and was eventually acquired by a private individual when the collection was sold off. One last reprieve was to occur in 1998 when the engine was steamed briefly by South Carver Rail, a group working to reactivate the Edaville, but this was short lived and the engine went back into storage.

In 1999 the locomotive was offered for sale by its owner, and the WW&F Museum, after receiving many generous donations, purchased No.5 and moved it to Alna in August 1999. After a thorough inspection, the engine steamed on December 18th at WW&F's Sheepscot Station near Wiscasset and, that afternoon, No.5 moved under its own power down the WW&F's mainline. The trip was uneventful, and the only problem to arise was with an oiler, which was quickly corrected. Later in the day the 0-4-4T pulled its first train over the line. The consist was a coach and a caboose. The occasion also was the first time the engine showed off its new number. The museum has renumbered No.5 to Wiscasset, Waterville & Farmington No.10 — one digit higher than the historical WW&F's last steam locomotive, No.9, which also happens to call the Sheepscot Station home.

Little 0-4-4T No.9 has the distinction of being the last original WW&F steam locomotive in existence, and came to Alna a few years ago. It was built by the Portland Company in 1891 for the Sandy River Railroad, and later worked for the Sandy River & Rangeley Lakes, the Kennebec Central and, finally, the Wiscasset, Waterville & Farmington, beginning in 1933. No.9 was saved back in 1937 by Frank Ramsdell, who stored it on his farm after the end of WW&F operations. His daughter, Alice, later inherited the farm and, until her death in 1994, maintained the engine in a shed on the property. It's now owned by Ms. Rasmdell's nephew, Dale King, who has loaned it to the museum for safekeeping.

No.9 has been operated with compressed air, but has yet to be steamed up. An inspection revealed many problems that will need correcting before the engine can run again in regular service. This is not surprising, since No.9 has been sitting idle for over 60 years — the last time it was under steam was 1934! Hopes are high that someday the engine will return to service, but for now it's safely stored in the enginehouse at Sheepscot.

Several original pieces of WW&F rolling stock are kept at Sheepscot Station, including a flat car and boxcar, and 1894 coach No.10, which is on loan from the Maine Narrow Gauge Railway & Museum of Portland. A replica of WW&F caboose No.320 was completed in 1998, and there is also a Ford Model T inspection car, a Brookville gas-mechanical and a Porter diesel on the roster (the latter is used to pull summer excursion trains).

The WW&F Railway Museum is open year-round on Saturdays from 9:00 a.m. to 5:00 p.m. Train rides are given on an infrequent basis, but plans are to use No.10 this summer, if possible. For more information, send a SASE to WW&F Railway Museum, 103 Crossroad, Alna, ME 04535-3401 (From a WW&F press release, with information from Ted Miles.)

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1220 East 5th Street, St. Paul, MN 55106, or via e-mail: *lineside@railfan.com*. Please send photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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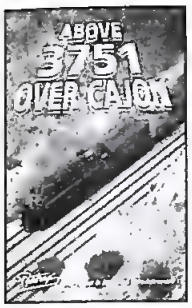
❒ Winter 75	❒ Nov. 85	❒ July 89	❒ Nov. 91	❒ Feb. 94	❒ July 96	❒ Nov 98
❒ Sum 76	❒ Jan. 86	❒ Aug. 89	❒ Dec. 91	❒ Mar. 94	❒ Oct. 96	❒ Dec 98
❒ Fall 76	❒ Mar. 86	❒ Sep. 89	❒ Jan. 92	❒ Apr. 94	❒ Nov. 96	❒ Jan. 99
❒ Winter 76	❒ May 86	❒ Oct. 89	❒ Feb. 92	❒ May 94	❒ Dec. 96	❒ Feb. 99
❒ Spring 76	❒ July 86	❒ Nov. 89	❒ Mar. 92	❒ Jun 94	❒ Jan. 97	❒ Mar. 99
❒ Aug. 77	❒ Nov. 86	❒ Dec. 89	❒ Apr. 92	❒ Aug. 94	❒ Feb. 97	❒ Apr. 99
❒ Oct. 77	❒ Jan. 87	❒ Mar. 90	❒ May 92	❒ Sep. 94	❒ Mar. 97	❒ May. 99
❒ Dec. 77	❒ Mar. 87	❒ Apr. 90	❒ Jun 92	❒ Nov. 94	❒ Apr. 97	❒ Jun 99
❒ Apr. 78	❒ Oct. 87	❒ May 90	❒ July 92	❒ Jan 95	❒ May. 97	❒ July 99
❒ May 78	❒ Nov. 87	❒ Jun 90	❒ Aug. 92	❒ Feb. 95	❒ Jun 97	❒ Aug 99
❒ Nov. 78	❒ Dec. 87	❒ July 90	❒ Sep. 92	❒ Mar. 95	❒ July 97	❒ Sep 99
❒ Jan. 79	❒ Jan. 88	❒ Aug. 90	❒ Nov. 92	❒ Apr. 95	❒ Aug 97	❒ Oct 99
❒ May 79	❒ Feb. 88	❒ Sep. 90	❒ Dec. 92	❒ May 95	❒ Sep 97	❒ Nov 99
❒ Sep. 80	❒ Mar. 88	❒ Oct. 90	❒ Jan. 93	❒ Jun 95	❒ Oct 97	❒ Dec 99
❒ Mar. 81	❒ Apr. 88	❒ Nov. 90	❒ Feb. 93	❒ July 95	❒ Nov 97	❒ Jan 00
❒ Nov. 81	❒ May 88	❒ Dec. 90	❒ Mar. 93	❒ Aug. 95	❒ Dec 97	❒ Feb 00
❒ May 82	❒ July 88	❒ Jan. 91	❒ Apr. 93	❒ Sep. 95	❒ Jan 98	❒ Mar 00
❒ July 82	❒ Aug. 88	❒ Feb. 91	❒ May 93	❒ Oct. 95	❒ Feb 98	
❒ Sep. 82	❒ Sep. 88	❒ Mar. 91	❒ Jun 93	❒ Nov. 95	❒ Mar 98	
❒ Nov. 82	❒ Oct. 88	❒ Apr. 91	❒ July 93	❒ Dec. 95	❒ Apr 98	
❒ Jan. 83	❒ Nov. 88	❒ May 91	❒ Aug. 93	❒ Jan. 96	❒ May 98	
❒ July 83	❒ Dec. 88	❒ Jun 91	❒ Sep. 93	❒ Feb. 96	❒ Jun 98	
❒ Sep. 83	❒ Feb. 89	❒ July 91	❒ Oct. 93	❒ Mar. 96	❒ July 98	
❒ Nov. 83	❒ Mar. 89	❒ Aug. 91	❒ Nov. 93	❒ Apr. 96	❒ Aug 98	
❒ Mar. 84	❒ Apr. 89	❒ Sep. 91	❒ Dec. 93	❒ May 96	❒ Sep 98	

Videos

Reviews of new releases

Above 3751 Over Cajon

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333; 75 minutes, $29.95 plus $4.00 shipping. CA residents add 8.25% sales tax.



The journey of mainline steam to Railfair '99 in June of last year got a number of video producers trackside. But only Pentrex has the unique results from the state-of-the-art, rock-steady helicopter platform using the same equipment and shooter, David Busse, that was employed on their Surf Line video. The visual quality can be stunning from the helicopter — crystal-clear details at super telephoto, including being able to count the teeth on engineer Fred Perry as he grins broadly from the cab. The narration is light and the train sounds are live and perfectly synched, totally devoid of helicopter noise.

From a slowish start at the Redondo Jct. roundhouse, we acquire the train from the air running through the vast warehouse and commercial districts of the L.A. basin. As we proceed eastward, high-angle close-ups of details of the top of the boiler are often sub-optimal to me, but there are meets and some nice ground-level sequences, with smoke, at key locations along the line to vary the program. As we proceed up and over Cajon Pass and march to Victorville, a very nice touch is the live radio talk between the 3751 crew, the diesel "helper" crew, and the dispatcher, which explain the train handling at critical points in the journey and the role of both locomotives. The shots going up Cajon include most of the famous locations, but not always from angles you would expect. Also well done is the editing of the air, on-train, and trackside sequences into exact chronological order, which makes the various meets most interesting to experience. The chance to view the Mojave (Victorville) Narrows from the air and hear the radio chatter at the same time is a good experience. Some of the best aerial work, in my opinion, are the artful shots between Victorville and Barstow which illustrate the vastness of the Mojave desert and put Chico's road in context.

While the aerial capability is awesome, the visual results on tape, to my taste, vary from spectacular to fair. I think the whole tape could be cut in length in order to have the most impact and lasting memory on the viewer, using only the best sequences from the air. For those of you who like the idea of almost a full tape spent pacing a Sante Fe 4-8-4 from the air, albeit sometimes distant and high overhead, this tape will likely satisfy you. The trackside sequences, some quite good, add variety to the program, and the sound and visual quality are first rate.

— *Tom Kelcec*

Videos continues on page 86

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Vol. 4: THE MIDDLE DIVISION ROCKVILLE TO HORSESHOE CURVE - Revisit the glory days of the PRR in the 1950s. Featured are runby scenes of steam T1s, M1s, L1s, and J1s plus early EMD, Alco, Fairbanks Morse, and Baldwin diesels, and the Aerotrain. Original 16mm film is 98% color and features an authentic PRR steam and diesel soundtrack. 40 minutes.

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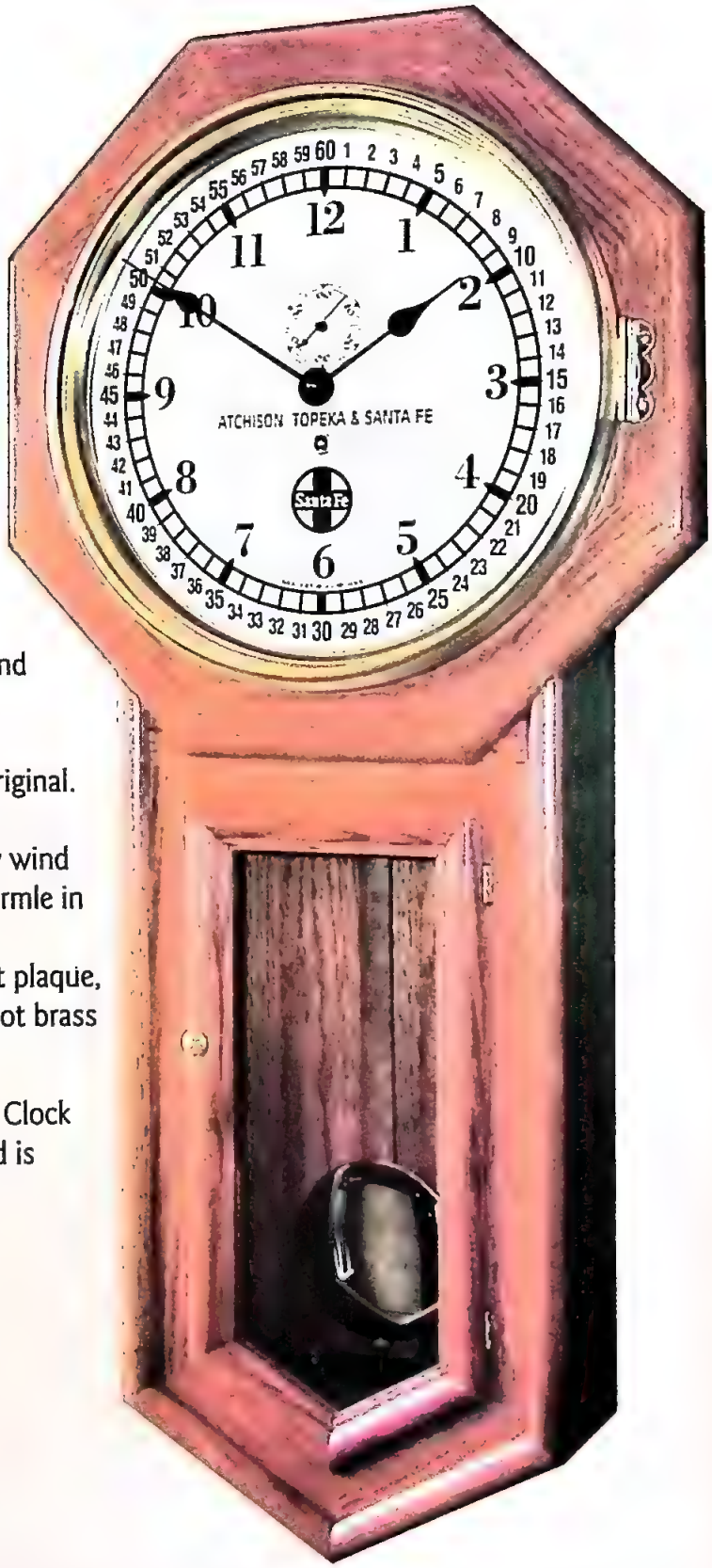

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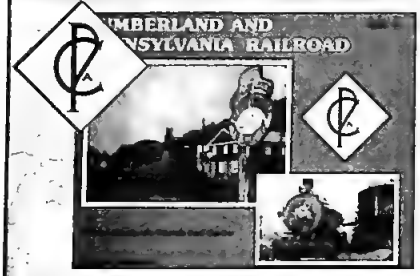

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Transit Currents

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NICTD: A new

THINGS WEAR OUT. That is not a surprising statement, but even a rail line, which is long lived, does have to be maintained, renovated and modernized to bring to bear the best technology of the times. At its meeting on November 19, 1999, the board of the Northern Indiana Commuter Transportation District adopted the first step in a 20-year capital plan that calls for over $400 million in expenditures. The plan is based on an analysis of the role of capital assets in providing reliable, safe and swift service.

In its annual business plan and the long-term capital program, NICTD intends to enhance safety, improve service reliability and reduce travel time to Chicago's Loop. To accomplish these ends, a number of exciting capital improvements are envisioned for the Chicago, South Shore & South Bend. Completion of the double track between Wilson and Wagner sidings, between Miller and Dune Park, is a major step forward toward smooth operations and reduced running time. Also in the capital program for the year 2000 is expected to be a contract for building a new East Chicago station, along with a new crew quarters building at Randolph Street station. Engineering of high-level boarding platforms at Hegewisch will also be carried out in 2000.

Parking lots at a number of NICTD stations are extremely crowded and property will be acquired in Hammond to provide additional parking there. The mid-life overhaul of the 1982-vintage cars will continue in 2000. A number of over-age pin truss bridges have been in service ever since the South Shore Line was completed in 1908, and three are slated for replacement in 2000, including the B&O railroad bridge east of Miller, the bridge over the entrance to Bethlehem Steel and the Burns Waterway bridge. Eight additional passenger cars will be delivered in 2000. The discovery of some Congestion Mitigation and Air Quality money available in Indiana may make it possible to buy an additional two cars, so that ten new South Shore cars will go into service by the end of summer of 2000.

The long-range capital improvement program for the South Shore Line involves replacement of the catenary system with a self-tensioning catenary and replacement of the automatic block signal system with centralized traffic control. The signal system will also have all above-ground wires buried and a movement toward communications-based control systems. The long-range capital plan includes replacement of the 44 1982-vintage cars at an estimated cost of $125 million. By 2020 the 14 1992-vintage cars will have to be replaced at a cost of $45 million. The long-range capital plan also envisions an expansion of the NICTD system with improvements on Metra Electric at Kensington and a fourth track into Randolph Street station to be constructed between 2001 and 2004. The question for NICTD is where to find the money that will be necessary. NICTD will continue its vigorous program of seeking federal and state funds during the upgrading process.

As a board member of NICTD for more than 23 years, I am delighted that the management and board have taken this position for the much-needed improvements to the South Shore Line. The West Lake Corridor major investment study is still underway, and no decision has been made on whether or not to go ahead with this project or, if it is to be carried out, what the priorities and timing will be.

New York improves rail service

Thanks to a contractor finishing up work ahead of schedule, subway trains in New York began to operate across the Williamsburg Bridge once again in the summer of 1999. September 1st saw the train schedule for the J, M and Z rapid transit trains return to the same frequency that was in effect before the bridge was closed for heavy repair. Service increased on August 29th on the BMT-IND divisions, and on the IRT on October 3rd. Service after the morning rush hour has been increased from a ten-minute to an eight-minute headway and rush hour service is increased from an eight to a six-minute headway. Some off-peak A train service enjoyed reductions from ten to eight-minute headways. B trains now have rush-hour service every six minutes rather than every eight minutes. B and F train service from Queens was increased from seven-and-a-half to six-minute headways for a period of about an hour after the morning rush hour.

Other good news from New York is the north-end access, or Grand Central North. This new entrance to the station was opened to the public on August 18, 1999. The reason for the project was the fact that about half of the people who arrive at Grand Central Terminal each day are going to destinations that are north of the terminal. In the past these passengers had to come south along the platforms into the terminal and then, exiting the station, turn around and walk back north. It is expected these passengers will now save from eight to ten minutes in each trip. There were four passages constructed for new street-level entrances at East 45th and 46th Streets and Park Avenue, East 47th Street at Madison Avenue, and East 48th Street and Park Avenue. Thanks to The *Bulletin* of the New York Division, Electric Railroaders Association, P.O. 3001, New York, NY 10008.

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

South Shore Line

A grand station in Fort Worth

There is still a year and a half to go before commuter rail service begins between Fort Worth and Dallas, but Fort Worth recently opened its grand terminal at the Texas & Pacific building. The 1931-vintage building was renovated at a price tag of $1.4 million.

According to the schedule that is currently in place, service between Dallas and Richland Hills, Hurst, and the CentrePort community south of Dallas/Fort Worth airport are to be served by commuter trains by September 2000. Early in 2001 the commuter rail service will reach downtown Fort Worth and the magnificent Texas & Pacific station. Many thanks to Mike Murray for the good news.

L.A.: Blue Line blues

The intensely used Blue Line light rapid transit service between downtown Los Angeles and downtown Long Beach has a large number of grade crossings. Most of them are protected by a single gate on each side, which is the U.S. standard. The assumption is that oncoming traffic will be stopped until the train goes by.

Unfortunately, some Los Angeles motorists appear to be either stupid or have a death wish and persist in driving around the downed gates into the path of a train. An out-of-service and empty Blue Line train heading back to its service yard was traveling at 55 miles an hour when a cab with a driver and five passengers drove around the barrier gate and was hit by the train. All six in the cab were killed. Four gates will soon become standard at some of the busiest intersections. When will people learn? Thanks to Douglas I. Duncan for the information.

Vancouver historic interurban

The British Columbia Electric Railway Company provided interurban service from downtown Vancouver south to Stevenston. Other routes served Marpole to New Westminster and Chiliwack for a total of 124 miles of interurban rails. Now an in-town museum trolley line has been opened from Granville Island station to a point close to Science World. Service runs every 30 minutes using veteran BC Electric Railway Company car No.1207, which was built in the BCER New Westminster shops in 1905 and was ready for the Stevenston line opening on July 1st of that year. No.1207 was one of the four interurbans to operate on the very last day of service, February 28, 1958. It was then acquired by the Puget Sound Railway Association, which moved it to Snoqualmie, Washington. The car was returned to Vancouver in 1990 and was extensively restored by BC Transit as part of the celebration for its centennial year. The city of Vancouver leased No.1207 from its American owners and has now has been moved to its new location. For more information contact the Transit Museum Society of BC Transit, Oakridge Transit Center, 949 West 41st Avenue, Vancouver, BC, V5Z 2N5; the website is *www.trams.bc.ca.*

MUNI F Line to Fisherman's Wharf

January 22, 2000, was the expected opening date for the expansion of MUNI streetcar service to Fisherman's Wharf. The F Line, which now operates historic cars and restored PCC cars on Market Street, will be tied in with the newly installed track along the Embarcadero that connects with the Fisherman's Wharf area.

This is a major improvement in service, but there may be a problem in providing sufficient rolling stock to handle the job. The schedule during the non-tourist season will require 18 cars on the F line during the afternoon peak period. Six additional spares will also be required for a total of 24. There are only 17 PCC cars now operating on the F Line, so it is essential that other cars be available. The MUNI recently bought nine 1920s-vintage trams from Milan, Italy, along with two spares. These Peter Witt-style cars were operated very successfully, and they are still operating, in Milan. The cars accelerate quickly and have a large passenger capacity. However, getting the Milan Peter Witt cars rehabilitated for the F Line service has been a problem that evidently was compounded by the MUNI bureaucracy.

The new general manager of MUNI, Michael Burns, is pushing hard to speed up the modification of the Milan cars for safe use in San Francisco. Another thing is that motormen have to be trained on the hand-operated cars as opposed to the pedal-operated PCC cars. Thanks to the Market Street Railway's Inside Track (870 Market Street, Suite 984, San Francisco, CA 94102).

Flashes

In **AUSTIN, TEXAS,** the Capital Metro Board has decided to start building the proposed light rail line along a downtown-oriented corridor that would attract the largest number of potential riders and would also provide a fast link to suburban cities and commuter rail. The proposed route leaves south Austin out of the first phase of the project, which causes some people to be mighty unhappy. The 14.5-mile segment, called the Red/Green line, is proposed to run from McNeil Road to downtown Austin; it could be opened by 2007 at a price tag of $642,700,000. Thanks to Mike Murray for the news.

It has not just reduced congestion on the western corridor highway in **PORTLAND, OREGON,** but the west side light rail line has also reduced the total number of trips being made on the highways. A study carried out by the state of Oregon and Tri-Met indicates that morning eastbound traffic in downtown Portland has not increased in comparison with May, 1993, and October, 1997. However, westbound transit ridership in the afternoon is up five percent and single-occupancy vehicles are down by three percent.

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Every now and then I get a call about a circus train coming to the area, but it always seems to be when I cannot get out to see it. Most of us know circus trains still exist in the U.S.A., and we see still pictures of them in the magazines, but few of us know the behind-the-scenes details. Until now, we have been missing a thorough and professionally-done video that presents the history of circus trains and the circuses that use them. This is a very good, well-produced, educational tape for railfans, circus fans and the general public of all ages. It documents part of America's history very well, using mostly today's images, and does not dwell only on the railroad aspects of circuses (or is that "circii?").

The logical place to start to cover the history of circus trains is the Circus World Museum in Baraboo, Wisconsin. We spend a lot of time examining the ornate wagons that our annual train to yesterday will convey and observe how teams of horses pull them onto the railroad cars. An interview with Fred Dahlinger, Jr., on the history of railroads and traveling circuses, plus views of the original Ringling Brothers car shops and so on, round out the background. Ultimately, our train is loaded and journeys to Milwaukee behind Wisconsin & Southern E units. We get to see the entire consist pass in review more than once. After unloading in Milwaukee the old fashioned way, we see parts of the parade, with good narration of the lineage of each circus wagon.

Next we view, via several runby sequences in Kentucky, the Ringling Brothers and Barnum & Bailey train. We learn that they have about 350 people living on two separate trains (red and blue) and get details on some of their economic and operational issues.

An example of the modern, economically well-honed use of "circus" trains is covered by studying the James E. Strates Carnival's 61-car train. The grandson of the founder gives us a good lecture on the history and evolution of this operation. One of the big reasons for the use of railroad transportation is the need to move large rides quickly from carnival site to carnival site. We see them disassembled, loaded, shipped and reassembled. This is the modern, hi-tech version of the "old" circus trains with their animals and ornate wagons.

This is an excellent tape on a somewhat unusual subject, and it fills a void in the documentation of part of America's and railroading's history. Technically the program is first rate, except that some of the narration is overpowered by the ambient sound track, making the narration sometimes hard to hear. — *Tom Kelcec*

Markers

Editorial commentary

1999's Biggest Event

THE BIGGEST RAIL NEWS for railfans in 1999 was the uneven splitting of Conrail between Norfolk Southern and CSX. After two major postponements, the first day of operation was to be June 1st. The official last day of Conrail was May 31, 1999, ending 23 years and two months of a love/hate relationship among its railfans and railroaders.

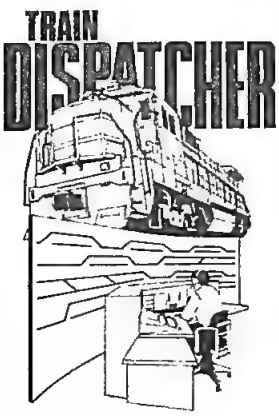
For nearly two years, almost every railfan in Conrail country was contemplating what to do on the last day (or night) for a final photo to remember Big Blue. Another twist occurred when both railroads announced that Conrail would not be operating over Memorial Day weekend in order to allow the massive integration of the computer software systems. It looked like no trains would run on that final day.

During those last days before the end, I had called several Conrail train crew people to see about their futures. All of them were concerned. Each had three options: to remain with Conrail on the Shared Assets area around Newark, New Jersey, or to go with CSX or NS. The mood among all of the railroaders radiated uncertainty. I wound up having to work on a big project that weekend, and didn't have much time to plan or research a major last photo effort, but it occurred to me that the thing I remembered and liked most about Conrail wasn't the railroad or its equipment, but the railroaders. I had befriended many of them over the years, and they were a family and a team. And now they were being split up.

While driving home from work on the afternoon of Monday, May 31, 1999, on a whim I stopped by the home of long-time friend Robert R. Bahrs, a 20-plus year conductor. He was working in his garden as his dog, Shilo, happily pranced around. To me this day, when no trains were supposed to run and no crews would be called for duty, Bob represented every railroader on Conrail. Each was at home doing something to relax while contemplating what tomorrow would bring, and recalling yesterday. Did they pick the right railroad to work for so many months earlier? This was a big decision as there was very little provision for making a change after the merger. As it turned out, the Conrail break

MIKE DEL VECCHIO

***VETERAN CONDUCTOR ROBERT BAHRS** and friend Shilo contemplate post-Conrail life on May 31, 1999 — Conrail's last day as an independent railroad.*



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RAILROAD

up did not go as smoothly as hoped, and almost every railroader is frustrated about the many items they could not control.

For me, lensing a railroader and his dog on that last day was a most appropriate last photo, even if it wasn't planned. — *Mike Del Vecchio*

EastRAIL round-up

On February 19, 2000, EastRAIL returned to New Jersey, this time at Warren Hills Regional High School in Washington, less than an hour from the R&R offices here in Newton. Despite a snow and ice storm the previous day, turn-out at the event was fairly strong, as 300 people found their way into the hills of Warren County for the show. Starting off the program was *Days Gone By*, a show of vintage slides of northern New Jersey and northeastern Pennsylvania from the collection of Mitchell Dakelman, which yours truly set to music. Frank Etzel was next with *A Railfan Journal*, covering contemporary action in the Northeast, night photography, the changing look of rail equipment and a tribute to Conrail. Then it was my turn with *Keeping the Faith*, a look at steam tourist haulers Strasburg Rail Road, Western Maryland Scenic, East Broad Top and Steamtown National Historic Site.

After the three "Jersey boys" were done, Gary Zuters of Newtonville, Ontario, presented *Quebec Cartier — Alcos and Iron Ore*, looking not only at the railroad, but the industry that keeps it alive. We then headed west on the Santa Fe with Joe McMillan of Arvada, Colorado, as he took us from Chicago to California along the *Route of the Warbonnets*. Our next program was different, to say the least, as we all headed down into Allen McClelland's basement to visit the *Virginian & Ohio Afton Division*, an HO-scale railroad. Allen's son Brad (who co-produced the show) came in from New Carrollton, Ohio, to share it at EastRAIL. Another presenter from Ohio, Mark Perri, of Akron, was then on with *Along the Crooked River — The Cuyahoga Valley Scenic Railroad*, a delightful look at the tourist hauler.

From Big Stone Gap, Virginia, came Ron Flanary and his show, *In My Life*. Ron covered his early days of shooting the Louisville & Nashville in black & white, then moved on to his current favorites, Santa Fe, CSX and Norfolk Southern. Up next was *Traction East* by Tom Baker of Whitehouse Station, New Jersey. Tom's use of the word "east" let him cover traction operations from the Far East to the Northeast. Scott Snell of Easton, Pennsylvania, gave us a lesson in light with *Heavy Metal — An Exercise in Light*, with a stunning array of glint, shadow and silouhette. Wrapping everything up was

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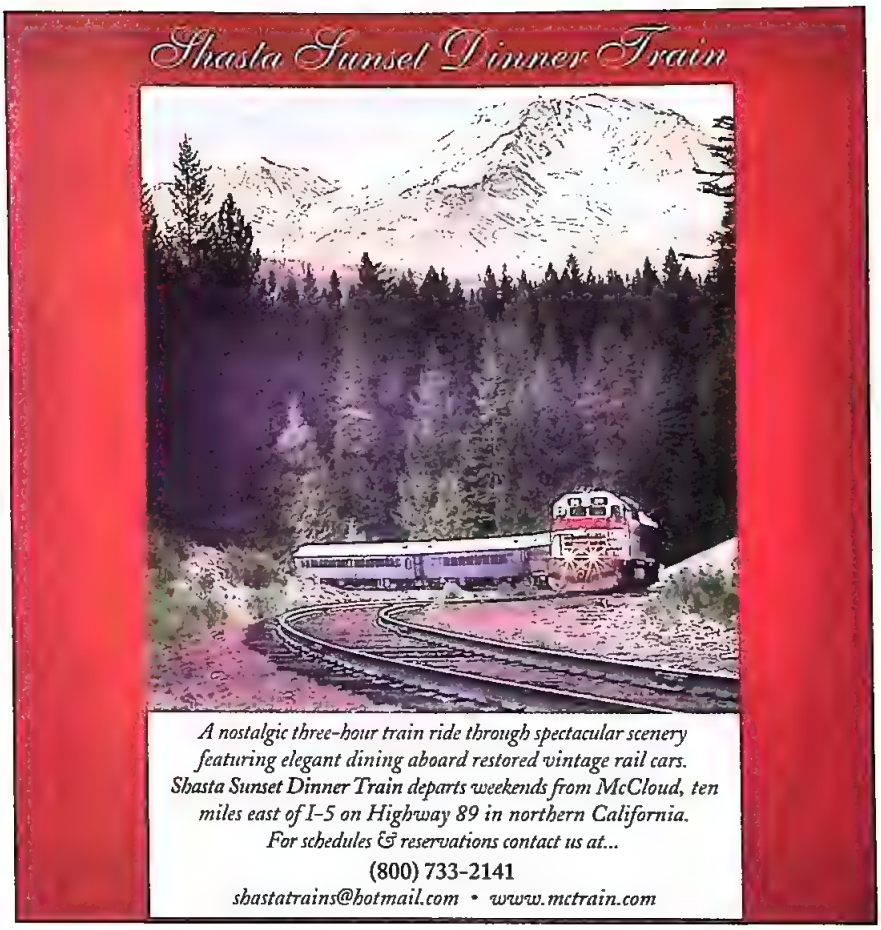
SANDY MITCHELL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Coming up in....

RAILFAN & RAILROAD

BRUCE KELLY

- **FOUR DAYS BACK EAST:** A dyed-in-the-wool West Coaster, former R&R associate editor Bruce Kelly pays a brief visit to his old stomping grounds back east for R&R's 25th Anniversary.

JIM WRINN

- **DINNER TRAIN GUIDE:** Rail dining guru Jim Porterfield does his annual round-up of dinner trains operating all over the country. While a few old favorites have left us, some new entries fill the gaps.

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All in all, it was a great time. EastRAIL 2001 will likely occur in Washington next February.

What RAILFANNING IS is

In addition to the annual April Fool's joke, and the occassional snarky comment here in MARKERS, we inject a little levity into the magazine each month with a couple of popular departments: Curt Katz's RAILFUN cartoon, and RAILFANNING IS. Sometimes the idea for RAILFANNING IS comes from a reader (Sandy Mitchell's gem on **page 59**, for instance), but many times, it's up to Steve and I. Occassionally, a pithy comment will unveil itself during trackside "downtime" ("Railfanning Is hoping the authorities quickly find your frozen carcass after you've succumbed from waiting four #$*@!% hours for Q432 at Iona Island in January"), but other times it's a real scramble to come up with something that will, hopefully, resonate with fellow railfans. So, we're passing the buck. We want *your* RAILFANNING IS input. If you have a lighthearted, humorous truism about railfanning, send it in. We pay $20 for each RAILFANNING IS that gets used in the magazine — and considering the brevity of the piece, that's not too shabby a per-word payment. Send items to: RAILFAN & RAILROAD, RAILFANNING IS, P.O. Box 700, Newton, New Jersey 07860-0700. You'll help us avoid having to use our last-ditch reserve — "RAILFANNING IS wondering what to write for RAILFANNING IS . . ."

George

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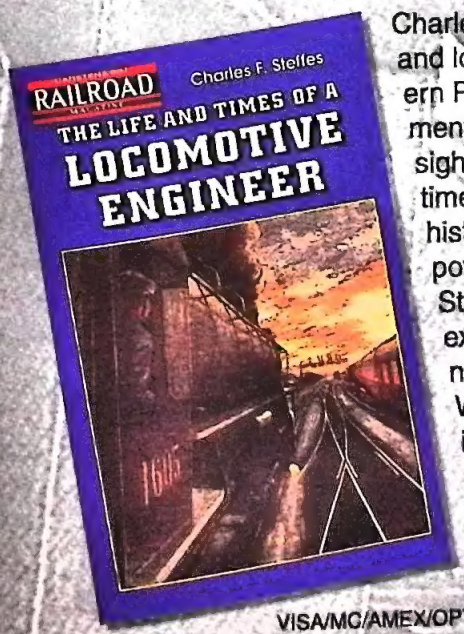

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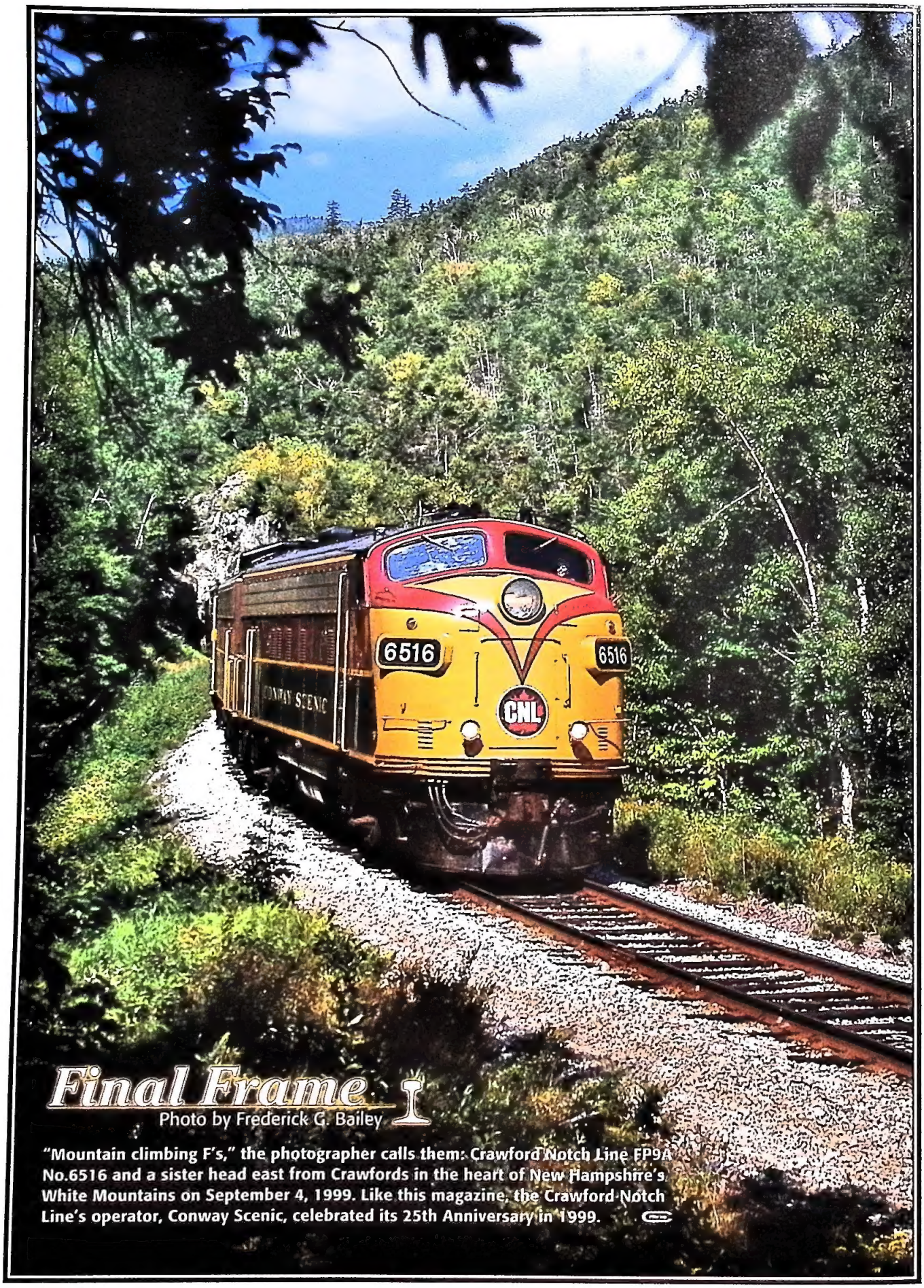
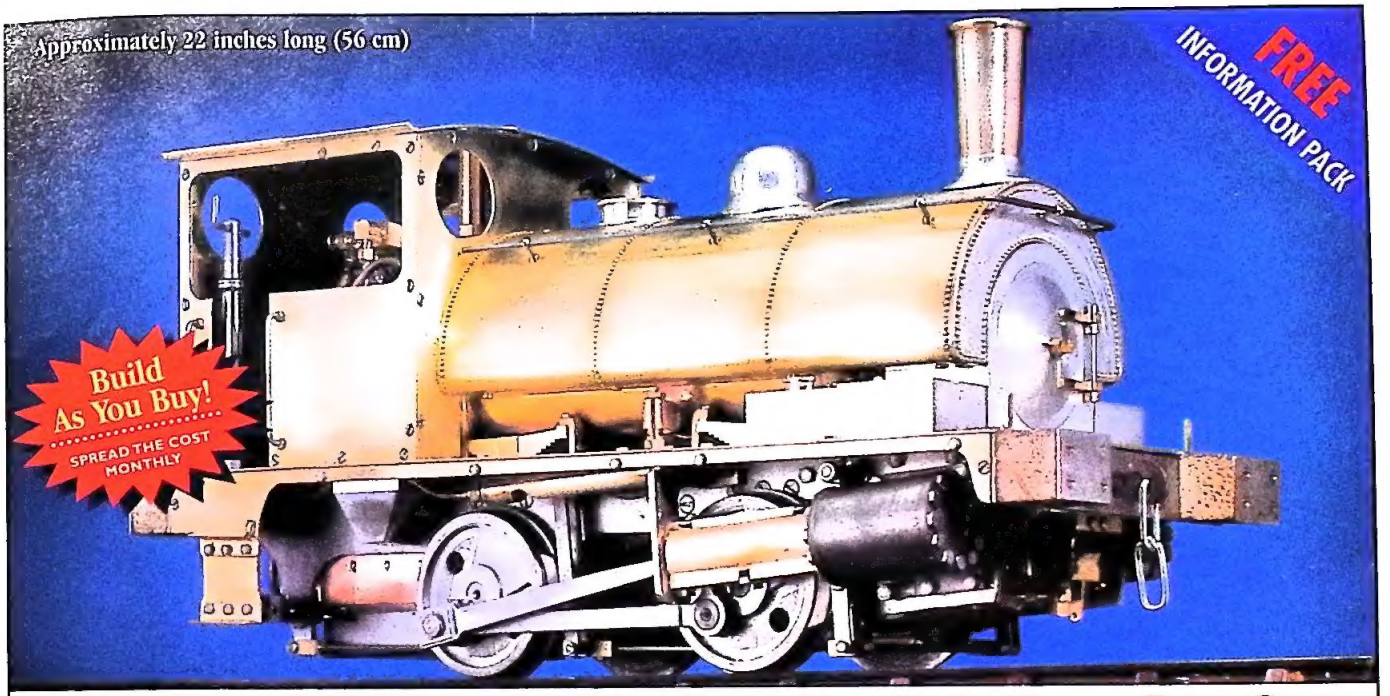


Final Frame

Photo by Frederick G. Bailey

"Mountain climbing F's," the photographer calls them: Crawford Notch Line FP9A No.6516 and a sister head east from Crawfords in the heart of New Hampshire's White Mountains on September 4, 1999. Like this magazine, the Crawford Notch Line's operator, Conway Scenic, celebrated its 25th Anniversary in 1999.



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- COAL FIRED LIVE STEAM
- NO MACHINING REQUIRED
- BOLT-TOGETHER ASSEMBLY
- KIT COMPLETE IN EVERY DETAIL
- FULLY GUARANTEED

The perfect shunting locomotive . . .

THESE DIMINUTIVE LITTLE ENGINES weighed only 21 tons in full size and were specifically designed to undertake shunting duties in areas where a short wheelbased locomotive was required - notably docks and industrial sites.

Our model, with an overall length of less than 22 inches, is ideal for operation on tight curves and is of a size and weight compatible with easy handling and transportation.

Additionally she is a beautiful locomotive and sure to make an attractive display in brass, or when painted in the livery of your choice. Designed by J. Aspinall the locomotives were built between 1891 and 1910 over six separate batches. With dumb buffers and open cabs the locos were rugged with 23 surviving through to British Railways days.

This model is the result of extensive research including a thorough examination of No. 51218, one of only two surviving examples of the class, presently of the Keighley and Worth Valley Railway. We are confident this product will represent one of the most definitive models of the class available anywhere. The Pug incorporates all the usual attributes of a Winson kit and yet has been specifically designed to deliver our best value for money ever - this is our lowest price build-as-you-buy locomotive model announced to date.

Constructing a model locomotive is a deeply satisfying experience and whether you are an experienced model engineer, or new to the hobby, you will find the Pug an affordable and rewarding project.

Complete in Every Detail . . .

Your kit comes complete with every component necessary to complete and run a finished locomotive. Everything is designed for straightforward bolt-together assembly with no machining required. The locomotive frames are precision cut and the plate-work is pre-formed, leaving only some hand finishing to produce a model in which you can take real pride.

The copper boiler comes fully constructed, silver soldered throughout and superheated, hydraulically tested to twice working pressure.

Faster Results and Affordable Too . . .

You may have dreamed of building your own live steam locomotive for some time but sometimes the choice of subject can be difficult. In so many ways the Pug is ideal if you're looking for a small affordable locomotive in 5" gauge.

Experienced model engineers will appreciate the advantages of our Pug kit which is designed for construction in under 150 hours - less than one tenth the time involved with a traditional build - and with success guaranteed.

Components are paid for and despatched monthly so you can build as you buy - sensibly spreading the cost and workload.

Exceptional Value . . .

You'll find your model kit, at less than half the price of a one-off commission, represents excellent value for money.

CNC batch production delivers excellent quality at a very competitive price - providing confidence in the future value of your locomotive over many years of proud ownership.

"A beautiful little locomotive which is sure to give pleasure in building and driving"

MIKE WADE
FORMER ASSISTANT EDITOR OF MODEL ENGINEER

Limited Availability . . .

Availability of the Pug is strictly limited to a single batch production this year for deliveries commencing May/June. It is our experience that the smaller tank locomotives sell out very quickly and you are urged to send for your complimentary brochure at the earliest opportunity.

Customer reservations, accompanied by the requisite deposit, will be accepted on a first come, first served basis.

Free Information Pack . . .

Your information pack contains everything you need to know about our model Pug kit, including details of reservations and payments.
Write or telephone, without obligation, and we'll be pleased to despatch your free information pack.

NO OBLIGATION REQUEST FORM

Please send me my Information Pack without obligation.

To: Winson Engineering (North America) Ltd.
Dept. TR3
651 Laing Court
London
Ontario
Canada
N5X 2H3

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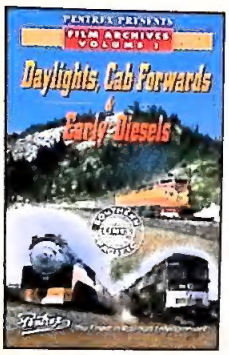


Volume I
Daylights, Cab Forwards & Early Diesels

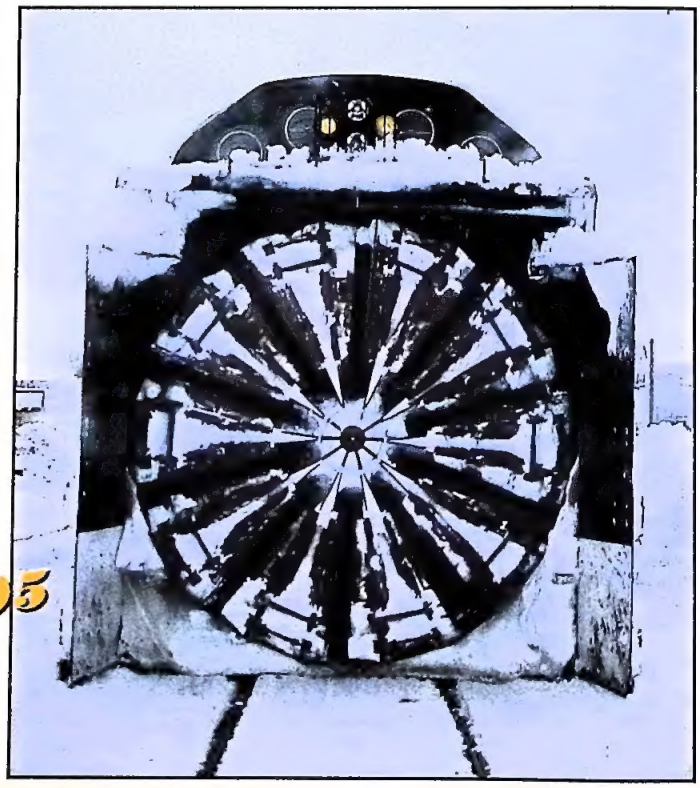
From the vaults of The Southern Pacific Railroad comes an all new collection of rare vintage films never before released to the public. Marvelous images of early GS-class steam locomotives show the *Coast Daylight* and *Noon Daylight* climbing Santa Susana Pass, speeding along the Pacific Ocean, and at work in San Luis Obispo. Awesome SP Cab Forwards are seen pulling freight on the Coast Line and over Tehachapi and Donner Passes, and pulling passenger trains through the Sierra Nevada Mountains. Many of SP's first-generation diesels, including Alco PAs; EMD E6s, E7s, F7s and GP7s; and Fairbanks-Morse Trainmasters round out an astonishing collection that will thrill every rail enthusiast!

30 Minutes #SPFA1 $19.95

Volume II
Flangers, Spreaders, & Steam Rotary Snowplows

Experience snowfighting operations on Donner Pass, as filmed by SP company photographers in the 1950s. Climb aboard and watch the snow fly as steam engines and SD9 diesels pull flangers down the tracks. As the snow deepens, Jordan spreaders are called into action. Then the real show begins when giant steam-powered rotary plows, pushed by Cab Forwards and F-units, are called out to do battle. SP ran a camera train just a few hundred feet ahead of the spinning blades with spectacular results. You'll also see Cab Forwards and F-units in freight and passenger service and the *City of San Francisco* being rescued at Yuba Pass!

30 Minutes #SPFA2 $19.95



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